



SFRP

State
Freight & Rail
Plan

Goals and Objectives

DRAFT

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Introduction

The Missouri Department of Transportation (MoDOT) developed this State Freight and Rail Plan (SFRP) to guide its multimodal freight and passenger rail investment for the next 20 years. Grounded in data and reinforced by stakeholder support, this plan aims to capitalize on Missouri's freight transportation and passenger rail advantages to energize the state's economy and boost its competitiveness. **Figure 1** displays MoDOT's performance-based planning cycle, which the SFRP follows.

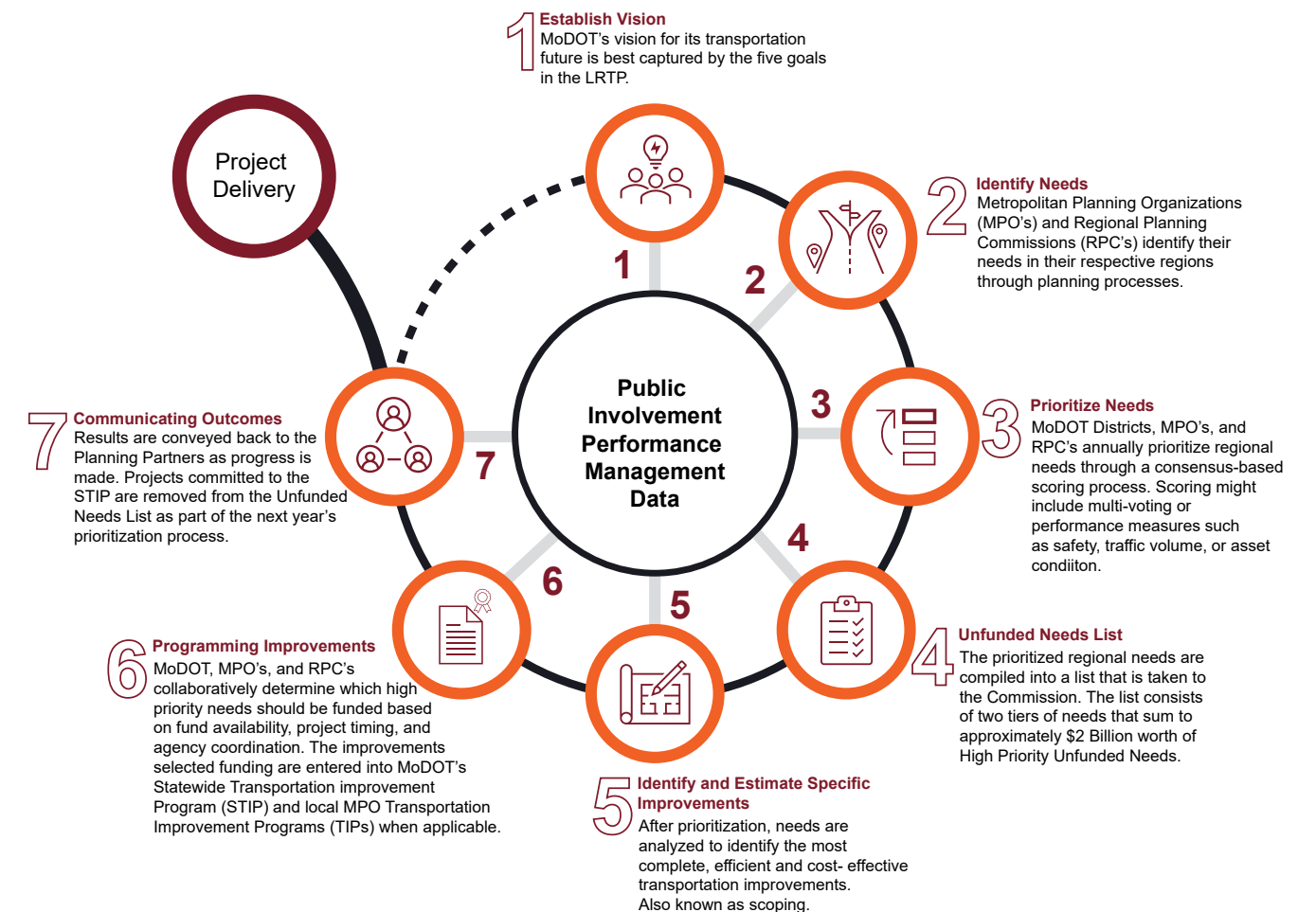
Moving people and goods in Missouri is more than providing a network of transportation options. It also involves aligning state and national policies. When federal guidelines, MoDOT's mission and goals, Missouri's Long-Range Transportation Plan (LRTP) and SFRP are aligned and supported by robust, meaningful performance measures the path to progress is smooth.

Missouri's plans and initiatives help create its freight action agenda, which focuses on improving the performance and efficiency of the freight transportation system. The goals and objectives of the SFRP build on previous planning efforts, with a focus on safe and efficient movement of freight and rail passengers today and in the decades to come. These goals will drive performance measures and inform multimodal freight and passenger rail investment decision-making. The SFRP interconnects with and shares goals with other MoDOT plans and statewide efforts. Summaries of these plans appear in **Appendices A, B, C, D and E**. They include:

- | | |
|--|--|
| ■ 2018 Missouri Long-Range Transportation Plan | Management and Operation Program and Action Plan |
| ■ 2018 Missouri State Freight Plan | ■ MoDOT Transportation Asset Management Plan |
| ■ 2021 Missouri State Rail Plan | ■ Missouri Governor's Supply Chain Task Force |
| ■ 2022 Missouri SFRP | |
| ■ Show Me Zero: 2026-2030 | |
| ■ MoDOT Transportation Systems | |

The goals, objectives and performance measures of the SFRP are detailed herein.

Figure 1 – Performance Based Planning Cycle



Source: MoDOT, *Planning Framework for Transportation Decision-Making*.



SFRP Goals and Objectives

MoDOT leadership carefully considered the needs of Missouri’s transportation system, looked to federal goals and objectives as well as MoDOT’s own strategic vision to draft goals and objectives for this effort. The department presented and discussed the draft with local, state, regional and national stakeholders, who offered comments and refinements. The goals and objectives of the 2026 SFRP are the same as those included in the LRTP. MoDOT identified six goals to steer the SFRP, each with specific and actionable objectives to help MoDOT reach those goals. SFRP goals are described below and objectives are described in **Table 1**.

- **STEWARDSHIP** - Preserve the assets and services currently in place
- **SAFE** - Enhance safety for all users of the transportation system
- **RELIABLE** - Maintain a transportation network that is efficient and dependable.
- **CONNECTED** - Maximize mobility and connect communities through multimodal transportation options
- **INNOVATIVE** - Leverage technology and creative solutions to build a future-ready transportation network
- **PROSPEROUS** - Drive economic growth through transportation investments

Table 1 – SFRP Goals and Objectives

SFRP Goals	SFRP Objectives
 1. Stewardship	1.1 Provide a transportation system in a state of good repair through meeting or exceeding established performance targets .
	1.2 Explore and secure stable funding to support the current system and services for each mode of transportation.
	1.3 Maintain system resilience by adapting to changing life cycle costs , advancing technologies , an evolving workforce and growing transportation demand .
	1.4 Enhance the transportation system by avoiding, minimizing, or mitigating impacts to natural and cultural resources .

SFRP Goals	SFRP Objectives
 2. Safe	2.1 Invest in system-wide safety improvements to reduce fatalities and serious injuries for all modes.
	2.2 Enhance transportation safety with a focus on the Show-Me Zero – Missouri Strategic Highway Safety Plan emphasis areas.
	2.3 Enhance safety and security at transportation mode connection points .
	2.4 Expand partnerships with safety advocates around the state to identify and implement safety improvements .
	2.5 Reduce barriers to access and provide protection for vulnerable road users .
	2.6 Consider truck parking utilization and gaps during multimodal needs identification and project development .
 3. Reliable	3.1 Take a practical/life cycle approach to highway system capacity expansion.
	3.2 Increase reliability of the transportation system in bottleneck areas .
	3.3 Enhance transportation infrastructure resilience to maintain the movement of people and goods during traffic disruptions .
	3.4 Provide reliable and accessible multimodal transportation options for all users .
	3.5 Enhance emergency and alternative routes .
 4. Connected	4.1 Provide an accessible and connected transportation system for all users .
	4.2 Consider preservation and provision of additional multimodal connectivity during project development .
	4.3 Expand and improve the multimodal transportation system with options and connections throughout the state.
	4.4 Consider first-and last-mile multimodal freight connections during needs identification and project development .
 5. Innovative	5.1 Explore technology and develop business practices that result in lower life-cycle costs .
	5.2 Support automated and connected vehicle technology by advancing the Connected and Automated Vehicle Action Plan .
	5.3 Understand and deploy innovative work zone warning and protection devices .
	5.4 Identify and plan for alternative funding sources to recoup gas tax revenue lost from alternatively fueled vehicles.
	5.5 Integrate traffic management systems and vehicle detection systems to monitor and improve traffic congestion .
 6. Prosperous	6.1 Increase partnership coordination with local communities, regional and metropolitan organizations, businesses, transportation service providers and other sectors to identify what transportation projects can better support local economies .
	6.2 Support projects that provide economic benefit .
	6.3 Focus federal discretionary grant applications on transformational projects with a high economic impact that stimulate the local economy and strengthen the competitiveness of Missouri's regions .

Goals and Objectives

MoDOT’s SFRP is a strategic document that outlines the mission, goals and priorities of Missouri’s freight and passenger rail systems. This plan builds on goals established in other efforts, including U.S. Department of Transportation (USDOT) freight and rail plans, prior Missouri freight and rail plans, MoDOT’s LRTP and Missouri’s Statewide Transportation Improvement Plan (STIP) creating a continuum of goals, objectives and strategies for Missouri into the future.

As a comprehensive assessment of current conditions, the SFRP provides short-and long-term goals to improve and enhance Missouri’s freight and passenger rail infrastructure. Clear objectives support the six goals of the SFRP and will guide MoDOT to successful execution.

Review of Existing MoDOT Goals

When setting goals, vision and direction for the SFRP and its 20-year outlook, MoDOT first reexamined its own departmental goals. MoDOT’s departmental goals are referred to as Tangible Results, grouped into the pillars of Safety, Service and Stability.

Shown below, Tangible Results address the ways the agency’s customers perceive and experience MoDOT’s performance. They are the goals that bring the organization’s values and mission into focus.

MoDOT Tangible Results

- Moving Missourians Safely and Doing So Safely at MoDOT
- Providing Outstanding Customer Service
- Delivering Efficient and Innovative Transportation Projects
- Operating a Reliable Transportation System
- Managing Our Assets
- Stabilizing Resources and Engaging Our Workforce
- Building a Prosperous Economy for All Missourians

As an early adopter of using performance measures to drive results, MoDOT centered its metrics on its Tangible Results. Each quarter, the resulting 48 measures are published online in MoDOT’s Tracker document. Using Tracker, MoDOT assesses the level of success toward achieving its mission and living its values.

Comparison of MoDOT and National Best Practices

After examining the department’s goals, MoDOT reviewed USDOT national multimodal freight and rail plan goals and objectives. These included the USDOT’s National Multimodal Freight Policy Goals; National Highway Freight Program Goals (NHFP); and State Rail Plan Goals. See **Table 2** for a synthesized list of these goals.

MoDOT then considered the system and strategic goals of past planning efforts. System goals consider the physical condition, needs and issues involved in building and maintaining infrastructure, while increasing connectivity and usefulness of the system. These include consideration for system maintenance, safety, support for economic growth and connectivity and mobility. Strategic goals support planning, stakeholder collaboration and plan implementation. These include reducing or mitigating environmental impacts of freight movement, organizational and process policies that support the freight system and improved coordination and partnership with freight stakeholders.

The 2022 SFRP’s goals recognized that multimodal freight and passenger rail system strategic goals often work in tandem. Its seven goals included focus on maintenance; safety; economic growth and competitiveness; connectivity and mobility; equity and environmental resiliency; process and innovation; and customers and partnerships.

Combining and condensing these resulted in common goals. MoDOT presented the draft goals to stakeholders, including the Missouri Chamber of Commerce, Missouri Public Ports, Missouri Trucking Association, Missouri Rail Passenger Advisory Committee (MORPAC), Class 1 Rail Carriers and Shortline Rail Carriers. The stakeholders helped refine the draft goals into the current vision for Missouri’s transportation system. The resulting six goals drive Missouri’s 20-year vision for both the SFRP and LRTP. They will guide formation of strategies to achieve desired outcomes for Missouri through 2050.



Source: MoDOT

Table 2 – Comparison of National and MoDOT Plan Goals and Objectives

	Synthesis of National Multimodal Freight Policy Goals; National Highway Freight Program Goals; and State Rail Plan Goals	MoDOT Goals	2026 LRTP	2022 SFRP	2026 SFRP
Safety	Improve safety, security, reliability and resiliency of multimodal freight transportation Use innovation and advanced technology to improve the safety, efficiency and reliability of the National Multimodal Freight Network (NMFN)	Move Missourians safely and do so safely at MoDOT	Safe: Work to enhance the safety of the transportation system for all users	Safety: Improve safety and security of the multimodal freight and passenger rail system by supporting efforts to decrease the number and severity of freight vehicle crashes, increase truck parking options and improve safety throughout the multimodal freight system and the passenger rail network	Safe: Enhance safety for all users of the transportation network

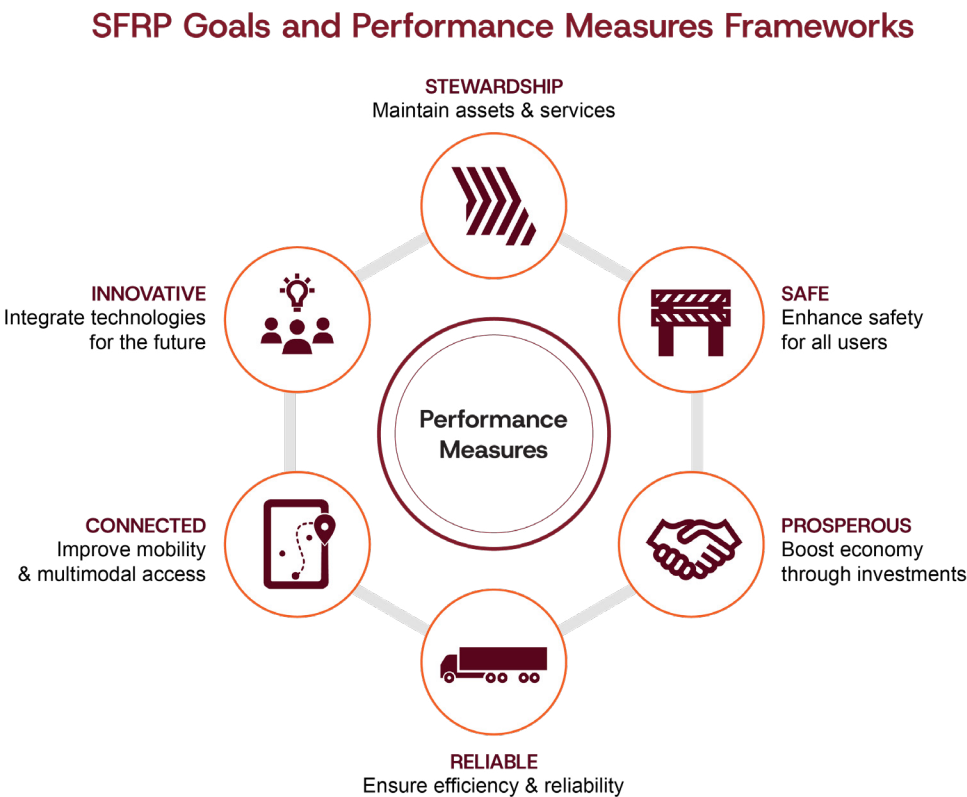
Service	Reduce congestion Eliminate bottlenecks Maintain a state of good repair Improve short- and long- distance movement of goods Reduce adverse environmental impacts of freight movement on the National Multimodal Freight Network (NMFN) Multimodal connectivity	Provide Outstanding Customer Service Deliver Efficient and Innovative Transportation Projects Operate a Reliable Transportation System	Reliable: Promote efficiency and reliability in the transportation network Connected: Improve mobility and connect communities through expanded multimodal choices Connectivity and Mobility: Improve the connectivity and mobility of the multimodal freight and passenger rail system by reducing congestion on the roadways; increasing reliability of the roadways and passenger rail network; supporting improved efficiency of rails, waterways and airports; and improving connections between freight modes and between passenger rail and other passenger travel modes Equity and Environmental Resiliency: Support equity and environmental resiliency of the multimodal freight and passenger rail system Customers and Partnership: Improve coordination and collaboration with regional planning partners and multimodal freight and passenger rail stakeholders	Reliable: Maintain a transportation network that is efficient and dependable Connected: Maximize mobility and connect communities through multimodal transportation options
Stability	Strengthen economic competitiveness Increase productivity and economic efficiency, particularly for domestic industries and businesses that create high value jobs	Manage our assets Stabilize resources and engage our workforce Build a prosperous economy for all Missourians	Stewardship: Maintain current assets and services we have today. Prosperous: Boost the economy through transportation investments Innovative: Integrate emerging technologies to make our transportation system prepared and future-ready Maintenance: Maintain the multimodal freight and passenger rail system in good condition by keeping highways and bridges in good condition and supporting the maintenance of railways, waterways, airports and multimodal connections Economy: Support economic growth and competitiveness in Missouri through strategic improvements to the multimodal freight network and passenger rail system Process and Innovation: Institute policies and practices that support the multimodal freight and passenger rail systems, encourage innovation and promote an efficient use of resources	Stewardship: Preserve the assets and services currently in place Prosperous: Drive economic growth through transportation investments Innovative: Leverage technology and creative solutions to build a future-ready transportation network

Freight and Passenger Rail Performance Measures

Overview

Performance measures provide a way to evaluate progress toward achieving the goals of the SFRP. By monitoring system conditions and outcomes, MoDOT can determine whether investments and policies are advancing its vision for the freight and rail transportation network. The performance measures in this plan are organized around six goals: Stewardship, Safe, Prosperous, Reliable, Connected and Innovative. Each goal establishes a broad aspiration for the freight and passenger rail system, while the associated performance measures track progress in a consistent and transparent way. Together, these measures will help promote accountability, guide decision-making and demonstrate the value of rail investments to stakeholders and the public alike.

Figure 2 – Categories of Freight Performance Measures



Source: GFT.

Performance Measures

MoDOT’s Tracker provides solid documentation which the Missouri Highways and Transportation Commission (MHTC) and MoDOT leadership can use to assess current conditions and respond with approval, additional guidance or course corrections. With this tool they can assess its freight infrastructure investment and performance.

In order to be included in the Tracker system, the measures must meet the following rules.

- Assess conditions under MoDOT’s control or influence
- Be clear
- Be quantifiable
- Be based on established results
- The value of the information generated must justify the effort and/or funds spent on data collection efforts

Table 3 through Table 8 outline proposed SFRP performance measures and describe how these measures meet the Missouri SFRP goals and objectives. The tables also indicate which performance measures are federally required, which measures currently exist in MoDOT’s Tracker performance management tool and the sources of data that might be used to measure performance toward goals.



Table 3 – Stewardship Performance Measures

Goal	Objective	Performance Measure (Proposed)	Federally Required ¹	Existing MoDOT Tracker Measure	Data Source
Stewardship	1.1 State of Good Repair	% of pavement in good condition on freight-significant highways (MoDOT's freight network)	X	Condition of state highways – 5c	Smoothness and pavement structural data – MoDOT
	1.1 State of Good Repair	Number of weight restricted bridges on MoDOT's freight network	X		MoDOT bridge data
	1.1 State of Good Repair	Condition of Major bridges on MoDOT's freight network	X	Statewide condition of all bridges and statewide condition of major bridges – 5a Tracker	MoDOT
			X	% of structurally deficient deck area on National Highway System – 5b Tracker	MoDOT
	1.1 State of Good Repair	Airport pavement condition at cargo airports	X		Bureau of Transportation Statistics (BTS) – United States (U.S.) Airport Runway Pavement Conditions
		(Minnesota) ²			
	1.4 Natural and Cultural Resources	Navigable River Ports, Locks and Dams Service Life (Minnesota) ³			MoDOT and U.S. Army Corps of Engineers (USACE)

¹ FHWA, "National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program," Accessed September 16, 2025. <https://www.federalregister.gov/documents/2017/01/18/2017-00681/national-performancemanagement-measures-assessing-performance-of-the-national-highwaysystem>.

² Minnesota Department of Transportation (MnDOT), "Minnesota GO: Planning Minnesota's Transportation Future," Accessed September 16, 2025. <https://www.minnesotago.org/final-plans/state-freight-plan/appendix-b>

³ MnDOT, "Minnesota GO: Planning Minnesota's Transportation Future," Accessed September 16, 2025. <https://www.minnesotago.org/final-plans/state-freight-plan/appendix-b>

Table 4 – Safe Performance Measures

Goal	Objective	Performance Measure (Proposed)	Federally Required	Existing MoDOT Tracker Measure	Data Source
Safe	2.1 System-Wide Safety	Overall freight-involved fatalities	X		Missouri State Highway Patrol (MSHP)/ Statewide Traffic Accident Records System (STARS) data and MSHP Water Patrol
	2.2 Show-Me Zero	Number and rate of fatalities involving Commercial Motor Vehicles	X	MoDOT Tracker Measure 1e	MSHP/STARS data
	2.1 System-Wide Safety	Number of truck parking spaces (publicly and privately owned)			MoDOT Facilities Management Data, SFRP Truck Parking Profile and Private sector (search for U.S. Route private inventory and consider including spaces at parking only private facilities)
	2.3 Mode Connection Points	Number of at-grade railroad crossing fatalities			MSHP/STARS data
	2.3 Mode Connection Points	Number of at-grade railroad crossing serious injuries			MSHP/STARS data
	2.3 Mode Connection points	Number of at-grade incidents by warning device (Kansas) ⁴			MSHP/STARS data and MoDOT Traffic information
	2.6 Truck Parking Gaps Identification	Proportion of transportation studies and plans including consideration of truck parking issues			MoDOT

⁴ Kansas Department of Transportation (KSDOT), "Kansas State Freight Plan," Accessed September 16, 2025. https://www.transportation.gov/sites/dot.gov/files/2023-12/KS_StateFreightPlan_FHWA_Approved.pdf

Table 5 – Prosperous Performance Measures

Goal	Objective	Performance Measure (Proposed)	Federally Required	Existing MoDOT Tracker Measure	Data Source
Prosperous	3.2 Economic Benefit	Benefit ratio for every dollar invested in STIP projects	X	Economic return from transportation investment – 7a Tracker	MoDOT – Impact Analysis for Planning Model
	3.1 Support Local Economy	Jobs created annually through transportation investment in STIP projects	X	Economic return from transportation investment – 7a Tracker	MoDOT – Impact Analysis for Planning model
	3.3 Strengthen Economy	% of economic development funds committed to projects – Tracker 7b	X	% of economic development funds committed to projects – Tracker 7b	MoDOT, Missouri Department of Economic Development and local entities
	3.2 Economic Benefit	Cost savings through reduced bottlenecks	X		Federal Highway Administration (FHWA) Bottleneck Tracker (Freight Mobility Trends Analysis Tool); Regional Integrated Transportation Information System (delay cost reporting tool; U.S. Bureau of Labor Statistics (BLS) (passenger car delay cost per hour); American Transportation Research Institute (ATRI) (delay cost per truck by hour)
	3.3 Strengthen Economy	Number of Oversize and Overweight (OSOW) barriers removed (Minnesota) ⁵			Identify barriers using MoDOT traffic management system (TMS)/MoDOT Carrier Express to catalog OSOW width and height barriers, geometric issues and weight restricted structures that prevent use of otherwise acceptable routing
	3.1 Support Local Economies	Number of interstate and intrastate motor carriers based in Missouri by number of registered trucks			MoDOT

⁵ MnDOT,“Minnesota GO: Planning Minnesota’s Transportation Future,” <https://minnesotago.org/>

Table 6 – Reliable Performance Measures

Goal	Objective	Performance Measure (Proposed)	Federally Required	Existing MoDOT Tracker Measure	Data Source
Reliable		% of interstate providing reliable travel times	X	Reliability on major routes – 4a	Annual Hours of Truck Delay – National Performance Management Research Data Set
	4.2 Increase Reliability	Cost of congestion for commercial motor vehicles	X	Cost of congestion on selected state roads – 4b	Regional Integrated Transportation Information System, BLS and ATRI
	4.2 Increase Reliability	% of rural interstate providing reliable travel times	X	Unplanned incidents on major routes – 4d	FHWA Bottleneck Tracker
	4.2 Increase Reliability	Truck travel time reliability on top 100 bottlenecks	X		FHWA Bottleneck Tracker
	4.3 Infrastructure Resilience	Clearance time for incidents/crashes/hazardous material incidents		Average time to clear traffic incidents – 4c	MoDOT Traffic Management Centers (TMC)
	4.4 Multimodal Transportation	Number of truck parking areas and their capacities (public and private)			MoDOT Facilities Management Data, Truck Parking Profile, inventory of truck parking spaces at water, rail and air transfer facilities, search for U.S. Route privately owned truck parking inventory
	4.4 Multimodal Transportation	OSOW barriers that exist on freight network highways.			MoDOT Carrier Express, MoDOT Traffic Management System
	4.4 Multimodal Transportation	% of rail tracks with 286,000-pound railcar capacity rating			BTS* Survey of Missouri railroads
	4.4 Multimodal Transportation	Tons of traffic arriving/ departing at a public water port			Missouri public port records
	4.4 Multimodal Transportation	% of on-time departures and arrivals at cargo airports			BTS TranStats database; USDOT Air Travel Consumer Report

Table 6 continued

Goal	Objective	Performance Measure (Proposed)	Federally Required	Existing MoDOT Tracker Measure	Data Source
Reliable	4.3 Infrastructure Resilience	Identify portions of freight network vulnerable to natural disruptors. (Flood – GIS map layer 100-500-year flood. Earthquake overlay. Number of reported deer strikes. Extreme heat, Extreme cold. National Oceanic and Atmospheric Administration (NOAA) – data)	X		National Oceanic and Atmospheric Administration (NOAA) (flooding, extreme temperatures), Missouri Department of Natural Resources (earthquake), Missouri Department of Conservation (deer strikes)
		Reduce adverse environmental impacts of freight movement on the NMFN (Requirement of the National Multimodal Freight Policy Goals)			

*The % of rail tracks with 286,000-pound capacity was not found on the BTS website. This is likely due to recent review of federal website data.

Table 7 – Connected Performance Measures

Goal	Objective	Performance Measure (Proposed)	Federally Required	Existing MoDOT Tracker Measure	Data Source
Connected	5.1 Accessible and Connected	% of major generators with roadway right-sized access to interregional corridors and major highways			Missouri Department of Economic Development (MoDED)
	5.3 Multimodal Transportation System First- and Last-Mile	% of major freight generators with rail access			MoDED
	5.2 Multimodal Transportation System	Number of intermodal facilities (rail)			BTS
	5.3 Multimodal Transportation System First- and Last-Mile	Availability of container-handling capability and/or bulk transfer capability at public water port			Missouri public port records

Table 7 continued

Goal	Objective	Performance Measure (Proposed)	Federally Required	Existing MoDOT Tracker Measure	Data Source
Connected	5.2 Multimodal Connectivity During Project Development	Proportion of transportation studies and plans including consideration of freight modal issues. (Minnesota) ⁶			MoDOT, Metropolitan Planning Organizations (MPOs), Regional Planning Commissions (RPCs), local municipalities

Table 8 – Innovative Performance Measures

Goal	Objective	Performance Measure (Proposed)	Federally Required	Existing MoDOT Tracker Measure	Data Source
Innovative	6.1 Lower Life-Cycle Costs	Project value by contracting method		Innovative contracting and value engineering – 3e Tracker	
	6.1 Lower Life-Cycle Costs	% of OSOW permits auto issued			MoDOT statistics

⁶ MnDOT, "Minnesota GO: Planning Minnesota's Transportation Future," <https://minnesotago.org/>



SFRP

State
Freight & Rail
Plan

Missouri's Freight and Rail Context

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Introduction



Source: MoDOT

The Missouri State Freight and Rail Plan (SFRP) serves as a strategic blueprint for enhancing the state's freight transportation network, supporting economic growth, global competitiveness and innovation. As a vital transportation hub in the heart of the United States, Missouri plays a crucial role in connecting key domestic and international markets through its comprehensive multimodal freight system, including highways, railroads, waterways and airports. This updated plan reflects the evolving needs of Missouri's industries, incorporates the latest technological advancements and aligns with national freight goals to address current and future challenges.

With Missouri's central location and well-established infrastructure, it is positioned as a critical gateway for goods traveling

across the United States (U.S.) and beyond. This plan aims to improve the efficiency and safety of freight movement, enhance regional connectivity, reduce congestion and promote economic development across all sectors. From agriculture and manufacturing to energy and retail, Missouri's freight system supports a diverse economy, moving billions of tons of goods annually.

This updated Missouri SFRP builds on past achievements, addressing the pressing need for infrastructure improvements, reducing congestion and implementing innovative solutions. By prioritizing investments in key corridors and fostering collaboration among public and private stakeholders, the plan will strengthen Missouri's freight network, ensuring it remains resilient, reliable and ready to meet the demands of a rapidly evolving global economy.

National Freight Planning

The United States Department of Transportation (USDOT) defines the vision and goals of the national multimodal freight system in the National Freight Strategic Plan (NFSP). The USDOT uses the NFSP to "guide national freight policy, programs, initiatives and investments."¹ The NFSP demonstrates a vision to enhance the national freight system's safety, efficiency and competitiveness. It addresses infrastructure challenges, supply chain disruptions and increasing freight demand, particularly as e-commerce and global trade grow. See **Table 1** for the NFSP goals and strategies.

Relative to Missouri, the NFSP emphasizes the importance of inland waterways, rail corridors and intermodal hubs, in addition to highway corridors. The Mississippi and Missouri Rivers play a key role in agricultural exports, and St. Louis serves as a critical freight gateway. This plan highlights highway and rail investments to support Missouri's agricultural and manufacturing industries.

By 2043, national freight demand is expected to grow significantly, requiring strategic investments to maintain economic growth and global competitiveness.



Source: MoDOT

¹ U.S. Department of Transportation, 2020 National Freight Strategic Plan (Washington, DC: U.S. Department of Transportation, 2020), <https://www.transportation.gov/freight/NFSP>

Table 1 – NFSP Goals and Strategies

Goals	Strategies
Safety - Improve the safety, security and resilience of the Nation’s freight system.	Support the development and adoption of automation, connectivity and other freight safety technologies.
	Modernize safety oversight and security procedures.
	Minimize the effects of fatigue and human error on freight safety.
	Reduce conflicts between passenger and freight traffic.
	Protect the freight system from natural and human-caused disasters and improve system resilience and recovery speed.
Infrastructure - Modernize freight infrastructure and operations to grow the economy, increase competitiveness and improve quality of life.	Fund targeted investments in freight capacity and national goals.
	Improve consideration of freight in transportation planning.
	Prioritize projects that improve freight intermodal connectivity and enhance freight flows on first- and last-mile connectors and at major trade gateways.
	Develop a methodology for identifying freight bottlenecks across modes.
	Advance freight system management and operation practices.
	Stimulate job growth and economic competitiveness in rural and urban communities.
	Mitigate the impacts of freight movement on communities.
Innovation - Prepare for the future by supporting the development of data, technologies and workforce capabilities that improve freight system performance.	Support the development and adoption of automation and connectivity, including vehicles to everything (V2X) technologies.
	Support the safe deployment of unmanned aircraft systems (UAS) technology.
	Streamline or eliminate regulations to improve governance, efficiency and economic competitiveness.
	Improve freight data, modeling and analytical tools and resources.
	Strengthen workforce professional capacity.
	Invest in freight research.
	Support regulatory frameworks that foster freight innovation.

Missouri’s Context

In the context of national freight planning, Missouri is integral to enhancing the efficiency and resilience of the U.S. supply chain. The state supports crucial industries, including agriculture, manufacturing and energy, making it a central player in moving billions of tons of goods each year. Missouri’s participation in national freight initiatives ensures alignment with broader goals, such as improving safety, reducing congestion and promoting innovation.

Highway Network

Missouri has approximately 34,000 miles of public roads, with nearly 10,000 miles designated as part of the Interstate System. The state is a key player in the national highway network, with major routes such as those listed to the right:

In addition to these freight intensive interstate routes, Missouri is served by additional interstates plus an extensive network of state highways, which are essential for local and regional freight movement.

- Interstate 70:** A critical east-west corridor running from St. Louis to Kansas City, facilitating a significant portion of freight traffic across the state and nation.
- Interstate 44:** Connecting St. Louis to Tulsa, Oklahoma and extending into Texas, this corridor is vital for freight movement from the Midwest to the southern U.S.
- Interstate 435:** A critical beltway around the Kansas City Metro area connecting I-29, I-35, I-70 and I-49.
- Interstate 29:** A corridor connecting Kansas City to Sioux Falls, South Dakota and Fargo, North Dakota before connecting to the Manitoba Province in Central Canada.
- Interstate 55:** Running from Chicago through St. Louis to the Gulf Coast, this route is essential for freight traffic between the Midwest and the South.
- Interstate 35:** A major north-south route from Laredo, Texas, near the Mexican border, through Kansas City, to Duluth, Minnesota, just south of the Canadian border.
- Interstate 49:** Beginning in Kansas City and running along the western edge of Missouri and extending to Lafayette, Louisiana, near the Gulf Coast.
- Interstate 270:** A critical beltway around St. Louis connecting with I-70, I-44 and I-55.

Rail Network

Missouri boasts one of the most extensive rail networks in the U.S., with over 3,700 miles of track. This system serves both passenger and freight needs, making it crucial for industries such as agriculture and manufacturing. There are five Class I railroads operating in Missouri, including:

- Burlington Northern Santa Fe (BNSF) Railway
- Canadian Pacific Kansas City
- CSX Transportation
- Norfolk Southern Corporation
- Union Pacific (UP) Railroad

Additionally, several Class III short line switching, terminal and tourist railroads operate in Missouri. The state's rail system is integral for transporting bulk commodities such as agricultural products and manufactured goods.



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FREIGHT RAILROADS

13



AMTRAK STATIONS

4



AMTRAK ROUTES

Waterways

Missouri's position along the Mississippi and Missouri Rivers makes it a key player in inland waterway freight movement. The state has 1,050 miles of navigable waterways. The Mississippi River serves as an important artery for barge traffic, especially for bulk

commodities like grain, coal and petroleum. Missouri's waterways move an average of \$19.2 billion of cargo annually.² With over 200 private ports, 19 public port authorities and one tri-state commission, Missouri has a thriving waterborne freight industry.



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PUBLIC RIVER PORTS

2



NAVIGABLE RIVERS

²Transearch. Transearch 2023 data. Data analyzed by Gannett Fleming (GFT) 2023

Airports

Freight aviation is a key component of Missouri’s transportation network, facilitating the rapid movement of goods across the state and beyond. Major airports, including St. Louis Lambert International, Kansas City International and Springfield-Branson National Airport serve as critical hubs for air cargo operations. Air freight is essential for industries requiring fast, reliable shipping, such as manufacturing, healthcare and e-commerce. Missouri’s central location enhances distribution efficiency, supporting economic growth. Investing in airport infrastructure and improving connectivity strengthens supply chains and attracts businesses. By expanding freight aviation capabilities, Missouri can maintain its role as a vital logistics hub in the Midwest.

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PUBLIC USE AIRPORT

6

NON-PRIMARY COMMERCIAL
SERVICE AIRPORT

3

PRIMARY COMMERCIAL
SERVICE AIRPORT

Transload Facilities

Missouri’s intermodal and transload facilities connect the state’s extensive highway and rail systems and enable the transfer of goods between trucks, trains and barges. These facilities are operated by private companies as a service to their customers. Intermodal and transload facilities can affect the overall cost of logistics, increase efficiency, reduce congestion and burden on the highway system and generate greater returns on public and private infrastructure investments.³ For these reasons, these facilities strengthen Missouri’s ability to compete domestically and internationally.⁴



Source: MoDOT

³ Missouri Chamber Foundation, Transportation 2030: Making Missouri a Leading Logistics Hub, 15 (Jefferson City, MO: Missouri Chamber of Commerce and Industry, 2020), <https://mochamber.com>

⁴Missouri Department of Transportation, Missouri State Freight Plan (2017), chap. 3, 3–13, <https://www.modot.org/sites/default/files/documents/>

While these facilities are distributed across the state, the majority of intermodal and transload activity occurs in metropolitan areas, most notable in the Kansas City and St. Louis metropolitan areas. These facilities include:

I-49 Logistics Center	Port KC
Logistics Park KC	Pemiscot Port
Northland Park ⁵	St. Joseph Regional Port Authority
KCS Valley Junction Yard ⁶	Kansas City International Airport
St. Louis Municipal Port	Lambert-St. Louis International Airport
BNSF Lindenwood Yard	Missouri Eastern Railroad Transload in Union
SEMO Port	

⁵Kansas City Area Development Council (KCADC), KC Is a Distribution Hub, accessed November 10, 2025, <https://www.thinkkc.com/business/industries/distribution>

⁶St. Louis Regional Freightway, Intermodal Terminals & Manifest Terminals, accessed November 10, 2025, <https://www.thefreightway.com/intermodal-terminals-manifest-terminals/>

MoDOT's Statutory Guidance

The passage of The Passenger Rail Investment and Improvement Act of 2008 led to requirement of states to develop State Rail Plans under Federal Rail Administration guidance. Later in 2015, the Fixing America's Surface Transportation Act required states to develop State Freight Plans in accordance with Federal Highway Administration guidance. In 2021, the Infrastructure Investment and Jobs Act (IIJA) provided further direction for the state freight plans. Together, these Acts encourage the development of policies, priorities and strategies to plan, fund and operate passenger rail and multimodal freight service across the U.S.

The State of Missouri provides additional guidance through state statutes, supplementing federal requirements, on how the state plans, funds and operates multimodal freight and passenger rail activities. These statutes, passed by the Missouri legislature, are laws that abide by the state constitution. The state constitution provides the framework and gives structure. The Code of State Regulations guide how to implement statutes.

Appendix A provides details on the numerous legal statutes and sections creating the framework for Missouri rail service. Missouri port actions are guided by Chapter 68 of the Missouri Revised Statutes. Aviation is guided by Missouri Revised Statutes section 305.230.



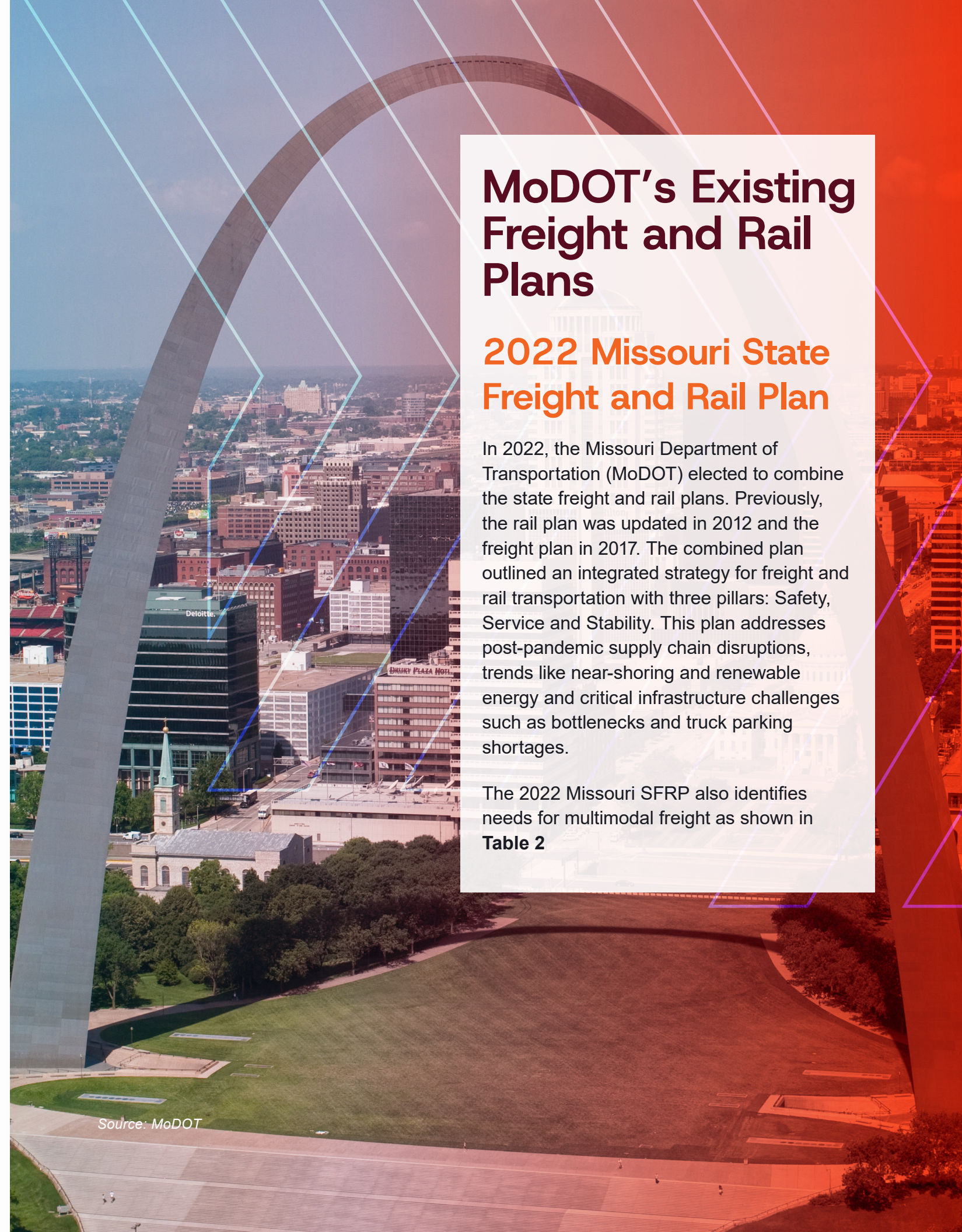
Source: MoDOT

MoDOT's Existing Freight and Rail Plans

2022 Missouri State Freight and Rail Plan

In 2022, the Missouri Department of Transportation (MoDOT) elected to combine the state freight and rail plans. Previously, the rail plan was updated in 2012 and the freight plan in 2017. The combined plan outlined an integrated strategy for freight and rail transportation with three pillars: Safety, Service and Stability. This plan addresses post-pandemic supply chain disruptions, trends like near-shoring and renewable energy and critical infrastructure challenges such as bottlenecks and truck parking shortages.

The 2022 Missouri SFRP also identifies needs for multimodal freight as shown in **Table 2**



Source: MoDOT

Table 2 – 2022 Missouri SFRP System Needs

Highway Freight Needs	Freight Rail	Ports and Waterways	Air Cargo
SAFETY Reducing truck crashes resulting in severe injuries or fatalities and at-grade highway-rail grade crossings.	HIGHWAY-RAIL GRADE CROSSINGS Improving safety by upgrading passive at-grade crossings with no or limited signalization or signage.	AGING INFRASTRUCTURE Most of the locks and dams on the Mississippi River are undersized and close to 100 years old.	AIRPORT ACCESS Improving access to air cargo facilities to improve economic vitality and stay competitive with other freight modes.
TECHNOLOGY Improving availability of weigh-in-motion, transportation management center (TMC) coverage, traveler information or dynamic message signs (DMS) and traffic incident management or CCTV cameras.	RAIL SPURS Funding for spurs serving local businesses to support goods movement and increase competitiveness.	ENVIRONMENTAL SUSTAINABILITY AND RESILIENCY Addressing issues related to environmental sustainability and resiliency, such as changing water levels and damage by flooding and other natural hazards.	AIRPORT FACILITIES Improving on-site air cargo facility infrastructure, including runway and taxiway expansion, cargo aircraft aprons and more space for commercial vehicle staging.
ASSET PRESERVATION Addressing bridge weight restrictions, bridge condition issues and pavement conditions.	INTERMODAL CONNECTIVITY Improving intermodal network, facilities and connectivity through port improvements, transload facilities and rail infrastructure serving hubs.	INTERMODAL CONNECTIVITY Improved connectivity with highway, rail, waterways and pipeline modes.	INDUSTRIAL DEVELOPMENT Supporting increased industrial development opportunities around Missouri airports.
TRUCK PARKING Reducing crashes involving parked trucks and locations with truck parking deficits on the interstate highway system.	BOTTLENECKS Addressing bottlenecks and constraints in the rail network.	EMERGING PORT DEVELOPMENT Supporting emerging or underutilized public port facilities.	
MOBILITY AND RELIABILITY Improving level of service, truck travel time reliability, connection to significant economic generators in the state and connection to intermodal terminals and gateways.	SHORT LINE RAILROADS Maintaining and expanding short line and local railroad capacity.	DECLINE IN COAL AND INCREASE IN AGRICULTURAL COMMODITIES Shifting commodity trends impacting future port demand, as coal volumes decline and agricultural products increase.	
FREIGHT DESIGN Upgrading freight-critical two-lane highways and addressing vertical clearance limitations.	AGING INFRASTRUCTURE Addressing aging structures and clearance restrictions.		

Bordering States’ Freight Plans

Missouri shares its borders with eight states, making it a critical hub for freight movement in the region. Given the interconnected nature of freight transportation, it is essential to understand the strategies and priorities of neighboring states. This section provides an overview of each bordering state's freight plan, highlighting their goals, objectives and key connections to Missouri's transportation network. By examining these plans, Missouri can align its freight strategies to enhance regional coordination, improve efficiency and support economic growth.

State	Goals	Objectives	Key Connections to Missouri
Kansas	Enhance economic growth and competitiveness.	Identify and address freight bottlenecks Invest in infrastructure supporting key industries. Enhance multimodal connectivity. Promote sustainable freight practices.	Emphasize collaboration with neighboring states. Identifies opportunities for joint projects along I-70 corridor.
	Improve safety, security and resilience.		
	Maintain and improve freight network conditions.		
	Reduce environmental impacts.		
Nebraska	Enhance economic growth.	Address infrastructure bottlenecks. Improve multimodal connectivity. Ensure the freight system supports economic development. Reduce environmental impacts of freight movement.	Highlights opportunities for coordination and collaboration with Missouri along shared networks such as the Missouri River, I-29 and intermodal facilities.
	Improve safety and resilience.		
	Maintain freight infrastructure.		
	Protect the environment.		
Oklahoma	Support economic vitality.	Identify and address freight bottlenecks. Improve safety at high-risk locations. Invest in infrastructure that supports key industries. Enhance multimodal connectivity. Promote sustainable freight operations.	Highlights regional freight connections in Missouri through I-44 and rail links. Emphasizes improving supply chain efficiency and strengthen economic ties with Missouri.
	Improve safety and resilience.		
	Maintain infrastructure in good condition.		
	Enhance system reliability.		
	Protect the environment.		

State	Goals	Objectives	Key Connections to Missouri
Arkansas	Enhance economic competitiveness.	Address critical freight bottlenecks. Improve safety across all freight modes.	Identifies that Missouri ranks among Arkansas’s top trading partners, with 15.1 million tons of goods transported via key corridors I-55 and I-49.
	Improve safety and security. Maintain infrastructure.	Invest in infrastructure supporting economic growth.	
	Enhance mobility and reliability. Protect the environment.	Enhance multimodal connections.	
		Reduce environmental impacts of freight movement.	
Illinois	Develop policies and deploy innovative technologies.	Prioritize freight-related plans and policies.	Strengthens regional economic ties through robust infrastructure investments.
	Foster public-private partnerships. Improve safety, resilience and reliability.	Foster collaboration to enhance freight movement.	
	Use data-driven approaches for asset management.	Improve safety and reliability. Use data to inform decision-making.	
	Promote sustainability.	Ensure freight investments consider environmental and community impacts.	
Iowa	Enhance economic vitality. Improve safety, security and resilience.	Identify and address freight bottlenecks.	Supports regional connectivity and economic ties with Missouri via the Avenue of the Saints.
	Maintain infrastructure Enhance reliability and efficiency.	Improve safety across all freight modes.	
	Protect the environment.	Invest in infrastructure supporting economic growth.	
		Enhance multimodal connectivity.	
Tennessee	Support economic growth.	Promote sustainable freight practices.	Recognizes Missouri’s role in Tennessee’s freight network, with major corridors like I-55 and rail links facilitating trade between the states.
	Enhance safety and resilience.	Address critical freight needs. Improve reliability and efficiency.	
	Maintain infrastructure.	Invest in infrastructure supporting technological advancements.	
	Improve system reliability and efficiency.	Minimize negative environmental impacts.	
Kentucky	Protect the environment.		Indirect benefit to regional trade through the development of the Interstate 69 Ohio River Crossing.
	Enhance economic growth and competitiveness.	Address infrastructure bottlenecks. Improve multimodal connectivity.	
	Improve safety, security and resilience.	Support economic development. Reduce environmental impacts.	
	Maintain and improve freight system conditions.		
	Protect and enhance the environment.		

Regional Freight Studies

In addition to state and national freight planning efforts, several regional studies have been conducted that provide valuable insights into freight movement within Missouri. These studies play a crucial role in understanding regional transportation trends, challenges and opportunities. This section examines key regional freight studies, highlighting their findings and implications for Missouri’s freight network.



Source: MoDOT

2013 St. Louis Regional Freight Study

The 2013 St. Louis Regional Freight Study outlines a strategic plan to enhance freight transportation, economic growth and infrastructure efficiency in the region. It recommends establishing a bi-state Freight Transportation Authority to oversee freight infrastructure, issue bonds and coordinate investments across Missouri and Illinois. This was implemented in 2014 as the Saint Louis Regional Freightway.

Key priorities include improving freight corridors, modernizing rail, highway and river transport and aligning industrial land use with transportation hubs. The study identifies 23 key industrial areas for redevelopment and proposes a five-year capital investment plan. It also promotes trade expansion through Foreign Trade Zones and public-private collaboration to streamline logistics and attract businesses.

Environmental sustainability is emphasized, with strategies to reduce emissions and improve infrastructure efficiency. Challenges include financial constraints, bi-state coordination and regulatory hurdles, requiring a well-structured governance model.

By integrating these strategies, the study envisions a more efficient, sustainable and competitive freight network, ensuring long-term economic benefits for the St. Louis region.

2020 Heartland Freight Technology Plan

The 2020 Heartland Freight Technology Plan, sponsored and led by the Heartland Freight Technology Consortium, provides a roadmap for integrating emerging freight technologies across the Central Plains, covering parts of Illinois, Iowa, Kansas, Missouri and Nebraska. The plan aims to harmonize regulations, improve data sharing and enhance multimodal freight transportation. Key components include:

- Stakeholder Collaboration: Establishing a consortium to guide implementation.
- Economic Nodes & Drivers: Identifying critical freight corridors and economic hubs.
- Technology Integration: Evaluating automation, electrification and data-driven freight solutions.
- Data Management: Standardizing data sharing between agencies and private sector partners.
- Implementation Blueprint: Outlining short-, medium- and long-term actions to advance regional freight technology.



The plan prioritizes Advanced Driver Assistance Systems (ADAS), electric truck infrastructure and intermodal freight improvements, promoting economic competitiveness and sustainability.

2022 Rail Corridor Identification and Development

The Federal Railroad Administration (FRA) awarded up to \$500,000 each to two Missouri rail projects under its Fiscal Year 2022 Corridor Identification and Development Program.⁷⁶ The Hannibal Extension proposes extending the existing Illinois Zephyr/Carl Sandburg route from Quincy, Illinois, to Hannibal, Missouri, enhancing connectivity to Chicago.

The Kansas City to St. Joseph Corridor aims to establish a new passenger rail link between Kansas City and St. Joseph, Missouri, with integration into the Missouri River Runner route to St. Louis. Additionally, this corridor is being studied to enhance service along the existing St. Louis to Kansas City line. Both the Hannibal and St. Joseph extension projects are under development.



Source: MoDOT

⁷⁶U.S. Department of Transportation, Federal Railroad Administration, FY22 Corridor Identification and Development Program Selections (February 26, 2025), <https://railroads.dot.gov/elibrary/fy22-CID-program-selections>

2025 Connected Freight KC 2050 – A Plan in Action

The Kansas City region's MPO, the Mid-America Regional Council (MARC) completed their regional freight plan update in April 2025. MARC's plan explores the many impacts freight movement will have in the Kansas City region over the next 25 years and how local communities can manage these impacts. Connected Freight KC 2050 – A Plan in Action considers four critical issues in freight impacting the Kansas City region:

- Balancing rural and urban representation of freight needs, policies and project prioritization
- Harmonizing regional freight policies to elevate freight within the project selection process
- Providing resources to educate local governments on the expected impacts of freight development and goods movement
- Developing public policies that integrate land use and transportation planning reflective of the Kansas City region's geographic advantages

The report also describes seven planning goals of the document:

- Transportation Options and Economic Vitality
- Safety, Security and Resiliency
- Maintenance and Service
- Mobility and Reliability
- Public Health and Equity
- Environment and Energy Conservation
- Innovation

The plan was crafted with the input of MARC's Goods Movement Committee, a public forum for regional freight stakeholders to discuss critical issues facing their industry in the region.

Freight Organizations in Missouri

MoDOT participates in multiple freight planning organizations that play a vital role in planning, coordination and advocacy for the state's freight network. These organizations contribute to infrastructure development, policy recommendations and industry collaboration to enhance freight efficiency and economic competitiveness. This section provides an overview of these freight organizations, outlining their roles, initiatives and impact on the state's transportation system.

Freightway

The St. Louis Regional Freightway focuses on strengthening the region's freight infrastructure, enhancing global connectivity and supporting economic growth through strategic logistics development. Key goals include improving transportation access, advancing multimodal freight systems and fostering job creation in the manufacturing and logistics sectors. Strategies emphasize workforce development, investment in infrastructure projects and the promotion of the region as a hub for businesses in freight, logistics and distribution. Freightway works to align regional resources and stakeholders to boost the region's competitive edge in the global supply chain.



Source: MoDOT

Mid-America Freight Coalition

The Mid-America Freight Coalition (MAFC) includes representatives from the 10 state Mid-America Association of State Transportation Officials (MAASTO) Department of Transportation (DOTs) and works to enhance freight movement across the region, focusing on efficient transportation strategies and innovation. Through MAFC, states analyze barriers to develop collaborative solutions. In Missouri, MAFC supports regional collaboration on infrastructure improvements, safety, economic growth, strengthening key trade corridors, addressing freight bottlenecks and improving multimodal connectivity. By aligning with regional stakeholders, the MAFC aims to provide reliable, safe and cost-effective movement of goods, benefiting both Missouri's economy and broader regional supply chains. MAFC also acts as a resource to regional partners and stakeholders, through information sharing, connecting agencies to resources and providing a forum for discussion of freight related issues.

The Institute for Trade and Transportation Studies

The Institute for Trade and Transportation Studies (ITTS) is a non-profit state corporation that represents 10 states across the southeast US including Missouri. ITTS is dedicated to providing research, data and expert insights on the impact of commercial freight movements on infrastructure, transportation needs and safety. In Missouri, ITTS collaborates with regional stakeholders to enhance freight planning and operations. ITTS hosts annual conferences, workshops and peer exchanges and provides research and planning support to member states. Through these initiatives, ITTS plays a vital role in advancing freight transportation research and fostering collaboration among stakeholders in Missouri, contributing to the development of a more efficient and safe freight system. ITTS will cease operations at the end of 2025.

MoDOT Adopted Plans Shaping the SFRP

Truck Parking Investment for Missouri

The Missouri Truck Parking Investment for Missouri report was initially adopted as part of the 2022 State Freight and Rail Plan and continued to be developed through Truck Parking Investment studies in 2023 and updated in 2025. The Truck Parking report examines both existing inventory and projected need for both public and private truck parking in Missouri. Truck parking is a critical component to the over-the-road freight transportation system due to the regulatory environment and the general nature of the industry. There are five primary types of truck parking, each with their own set of challenges. These include:

The 2022 adopted plan found that there was a deficiency in the amount of parking needed for roadway freight haulers in Missouri. Across all districts there were about 1500 additional truck parking spots needed. The subsequent 2023 report recommended locations to construct truck parking in each district.



Source: MoDOT

The five primary types of truck parking include:

- **Long Haul**
 - Long haul drivers are on the road days or weeks of the time and need places to stop for various reasons including the need to sleep.
- **Staging**
 - Picking up and delivering freight at manufacturing centers, warehouses, distribution centers or other locations requires a place for trucks to stage.
- **30-Minute Break**
 - Drivers are federally required to take a 30-minute break when they have driven for a continuous 8 hours.
- **Emergency**
 - Roadway emergencies may close roadways resulting in a need for truck parking.
- **Time Off**
 - Independent drivers do not have facilities to provide parking during their time off.

Connected and Autonomous Vehicles

MoDOT has not adopted statewide guidance nor a formal plan for Connected and Autonomous Vehicle considerations. Therefore, it is important that MoDOT stays updated with these rapidly evolving technologies both with freight vehicles and how they interact with MoDOT infrastructure in the physical and digital context. It is suggested MoDOT keeps current with policies and frameworks suggested through USDOT, Federal Highway Administration (FHWA), National Highway Traffic Safety Administration and USDOT Office of the Assistant Secretary for Research and Technology. FHWA guidance notes that freight Automated Driving Systems integration requires managing access to intermodal facilities and transfer yards, handling Automated Driving System (ADS) activation/deactivation and communicating freight-related network changes such as road geometry, bridge clearances, traffic diversions, or charging stations.⁸ These highlight a few of the considerations regarding Connected and Autonomous Vehicle (CAV) in this plan and as MoDOT develops future CAV guidance.

⁸ U.S. Department of Transportation, Federal Highway Administration, Roadway Automated Driving Systems Integration – Concept of Operations for Transportation Agencies: Version 1, FHWA-HOP-22-052 (Washington, DC: Federal Highway Administration, 2022)

Transportation Systems Management and Operations

MoDOT's Transportation Systems Management and Operations (TSMO) Program and Action Plan applies integrated strategies to optimize the performance of existing infrastructure through the implementation of systems, services real time information and programs designed to preserve capacity and improve the safety and reliability of transportation systems.⁹ The TSMO examines past and current efforts, plans and organizational structures of the previous iterations of the TSMO and where the TSMO is headed. The TSMO has a steering committee internal to MoDOT consisting of members of the Highway Safety and Traffic Division, Maintenance, Safety and Emergency Management, Information Systems and one or more district engineers as needed.

⁹ Missouri Department of Transportation, Transportation Systems Management and Operations: Program and Action Plan (June 2024), <https://www.modot.org/sites/default/files/documents/2024%20MoDOT%20TSMO%20Program%20Plan.pdf>

Missouri Highway – Rail Grade Crossing State Action Plan

With the passage of the 2015 Fixing America's Surface Transportation (FAST) Act, the USDOT required that all states create and implement a State Action Plan (SAP) to address highway-rail or pathway-rail crossings that have experienced crashes and identify specific strategies to improve safety in these locations. The Missouri Highway – Rail Grade Crossing State Action Plan is MoDOT's iteration of this plan and was last updated in 2022. Any highway-rail or pathway-rail crossings that have experienced at least one crash in the previous 3 years, more than one in the past five years, or are high-risk as defined by the plan, must be included in the State Action Plan. The plan has led to success in eliminating or improving rail crossings in Missouri, resulting in about 30 projects per year from 2017-2024. Missouri has 3,264 public at-grade crossings and 2,080 private at-grade crossings,¹⁰ underscoring the need to examine the safety of these crossings and make improvements where possible.

¹⁰ Federal Railroad Administration, FRA Crossing Inventory Data, downloaded April 23, 2025, <https://data.transportation.gov/stories/s/Crossing-Inventory-Listing/ejv6-cpdh/>

3,624

PUBLIC AT-GRADE CROSSINGS

2,080

PRIVATE AT-GRADE CROSSINGS



Source: MoDOT

Missouri State Airport System Plan Update

While not specifically focused on the movement of freight, the Missouri State Airport System Plan Update is critically important to the current and future state of the aviation sector in Missouri.¹¹ Missouri is home to 120 public use airports, 107 of these are publicly owned, nine of which are commercial service for public use. These airports are essential to the state transportation infrastructure and are important to the state and local economy and the efficient movement of people and goods.

The 2019 Plan Update continued the work of the System Plan developed in 2017, by including a comprehensive data collection effort, forecasted future aviation needs in Missouri, an evaluation of the existing system, what roles individual airports play, understanding the state of existing airport facilities and how they are performing, anticipated costs for future aviation needs and the creation of a plan to address these critical needs.



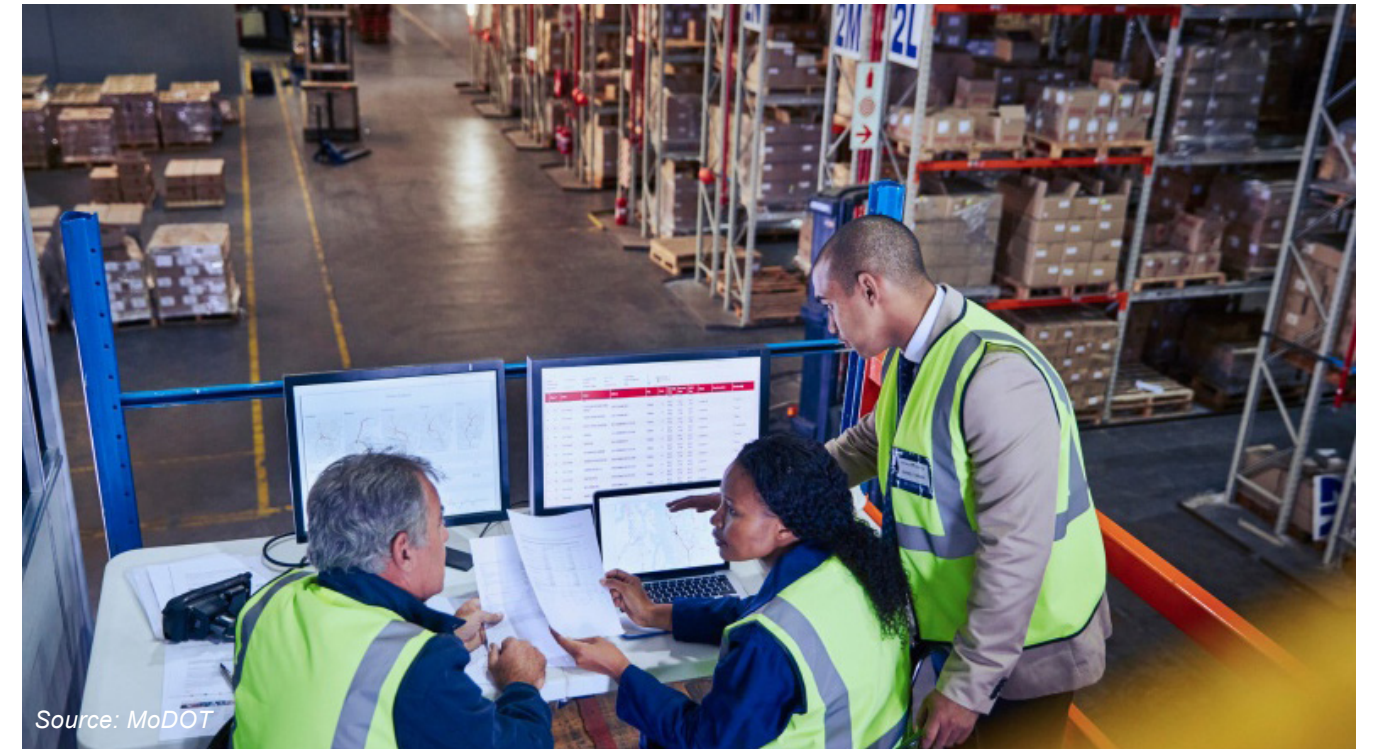
Source: MoDOT

¹¹ Missouri Department of Transportation, Missouri State Airport System Plan Update, accessed November 10, 2025, <https://sites.jviation.com/MoDOTAirportSystemPlan/index.htm>

Governors Supply Chain Task Force

The Governors Supply Chain Task Force was created in 2021 by Governor Parson in response to the global supply chain issues caused by the COVID-19 pandemic.¹² Understanding that Missouri's multimodal freight network plays a central role in the national supply chain, the Task Force set out to determine how the State should expand, maintain and protect the supply chain before and during a crisis.

The Task Force was made up of seven individuals from across Missouri, all leaders representing relevant private industry and State agencies. To help inform their work, the task force convened stakeholder meetings comprised of many other companies and organizations from across Missouri. The Task Force and stakeholders met seven times during 2022. The resulting report focused on three main areas: supply chain regulatory response during crisis, workforce challenges and barriers, Missouri freight assets, demand and performance and preparing Missouri for future trends and opportunities.



Source: MoDOT

¹² Missouri Department of Transportation, Governor's Supply Chain Task Force, accessed November 10, 2025, <https://www.modot.org/supplychaintaskforce>



SFRP

State
Freight & Rail
Plan

Missouri's Freight System

DRAFT

Missouri Freight System: Business Targets, Commodity Generators and Freight Flows

Missouri's freight system is a critical driver of the state's economy, linking agricultural production, advanced manufacturing, distribution centers and global markets through its multimodal network. To assess how future business growth, site selection activity and commodity demand will shape this system, the consultant team engaged with the Missouri Department of Economic Development (DED), St. Louis Regional Freightway, Kansas City SmartPort (KC SmartPort) and Missouri Partnership. Input from these organizations was paired with quantitative analysis of 2023 Transearch data. Transearch, developed by S&P Global, is a comprehensive freight data system that integrates proprietary industry data, commodity flow data, public datasets and forecasts based on employment, output and consumption trends.¹ From this dataset, district-level commodity flow results were developed to highlight variations in freight patterns across the seven Missouri Department of Transportation (MoDOT) districts.

This combined approach provides both qualitative insight into Missouri's economic development priorities and quantitative evidence of how freight demand is likely to evolve. The following sections summarize:

- Business targeting and site selection trends, as identified by state and regional partners
- Freight generators and existing clusters that currently drive network demand
- Commodity and supply chain analysis based on Transearch
- District-level commodity flows, including projected cumulative and compound annual growth rate (CAGR) changes through 2050
- Network and corridor implications for Missouri's future freight system

¹ Adapted from S&P Global, "Transearch," accessed December 12, 2025, <https://www.spglobal.com/market-intelligence/en/solutions/products/transearch-freight-transportation-research>.

Freight-Based Business Targeting and Site Selection

Missouri's economic development partners are actively pursuing industries and business clusters that align with the state's freight strengths. Discussions with the St. Louis Regional Freightway, KC SmartPort, Missouri DED and Missouri Partnership revealed consistent emphasis on advanced manufacturing, agriculture, food and beverage, automotive, aerospace and emerging energy-related industries. Each organization also highlighted unique regional opportunities and site requirements that directly influence freight demand.

St. Louis Regional Freightway

St. Louis Regional Freightway identified agriculture exports, advanced manufacturing, aerospace, automotive and metals as priority clusters. Location quotient analysis confirms the region's competitive concentration of these industries. Infrastructure investments, such as port expansions, new grain crushing facilities and rail improvements along Hall Street, are expected to strengthen the export of soybeans, corn and related commodities, while positioning the region to compete for electric vehicle (EV) battery manufacturing.

KC SmartPort

KC SmartPort emphasized Kansas City's growing role as a hub for industrial manufacturing, food and beverage production, plastics, automotive components and batteries. The region benefits from Foreign Trade Zone status, which allows businesses to defer or reduce customs duties and streamline international trade processes, enhancing the region's competitiveness for global investment and export-oriented industries. Kansas City also benefits from relatively uncongested freight corridors and proactive partnerships with Union Pacific Railroad (UP) and Norfolk Southern Railway (NS) to expand intermodal access. Recent land acquisitions, including a 400-acre NS site and large tracts owned by UP, have added to the portfolio of rail-served industrial sites. Stakeholders also noted rising demand for automated "dark facilities," which are highly automated warehouses and production sites that operate with minimal human presence using only robotics and Artificial Intelligence (AI). These facilities are reshaping freight patterns by increasing throughput while shifting workforce needs toward more advanced technical and maintenance roles, further reinforcing Kansas City's position as a hub for next-generation logistics and industrial activity.

Missouri Department of Economic Development

The Missouri DED described a statewide strategy centered on transportation and defense, advanced materials, food and beverage, biotechnology and financial services. These clusters leverage Missouri's established strengths in raw materials, chemicals and value-added manufacturing while underscoring the importance of information technology (IT) and logistics as enabling industries. The state is also assessing "mega site" readiness, with utilities, four-lane highway access and rail connectivity identified as critical factors for attracting new large-scale employers.

Missouri Partnership

Missouri Partnership, which serves as the primary point of contact for site selectors (working directly with approximately 70 percent of prospects), confirmed ongoing interest in agricultural technology firms, food and beverage companies, metals and recycling operations and distribution centers. Companies consistently highlight requirements for reliable power supply, multilane highway access and major airport and workforce availability within one to two hours. While rail access is not universally required, firms seeking it are typically satisfied if new spurs can be delivered within a 12-month timeframe. Community amenities, including schools and childcare, were also cited as increasingly important for workforce attraction and retention.

Together, these perspectives highlight the close connection between Missouri's business attraction strategy and its freight system. Target industries not only depend on efficient multimodal connectivity but also drive investment in infrastructure that will shape long-term freight flows.



Source: MoDOT

Freight Generators and Existing Business Clusters

Missouri hosts a diverse set of freight-intensive industries that generate significant demand on the state's multimodal network. These freight generators include both established industrial clusters and emerging facilities, which together influence commodity flows, modal requirements and corridor priorities.

- **St. Louis Region:** The region's freight activity is anchored by chemical manufacturing, food and beverage production and advanced aerospace and automotive facilities. Notable generators include Boeing, Anheuser-Busch InBev, General Motors and specialty chemical and plastics plants. America's Central Port is developing new crushing facilities, while the Jefferson County Port is being considered for EV battery production due to its industrial zoning and proximity to critical minerals such as magnesium, nickel and copper.
- **Kansas City Region:** The region's freight activity is driven by major automotive assembly plants, data centers and large distribution hubs. Key generators include General Motors in Fairfax and Ford in Claycomo. Kansas City's rail-served industrial sites and Foreign Trade Zone status enhance the region's competitiveness for inbound components and outbound manufactured goods.
- **Rural Areas:** Freight activity across rural Missouri is dominated by agricultural production. Grain, soybeans and other farm products move through processing facilities and river terminals, placing strong demand on highways, rail and inland waterways.

Table 1 summarizes prominent freight generators, associated commodities and possible modal requirements. These generators not only shape current network utilization but also provide insight into future infrastructure and capacity needs.

By mapping these freight generators to commodity flows and modal requirements, the analysis identifies both high-demand corridors and strategic opportunities for investment. These clusters serve as anchors for Missouri's freight system while also signaling emerging areas of growth, such as EV battery production and advanced manufacturing, which will require targeted multimodal support.

Table 1 – Freight Generators, Industry Clusters and Modal Needs

Freight Generator Industry/Cluster	Primary Location(s)	Associated Commodities	Modal Needs
Aerospace Manufacturing	St. Louis Region	Aircraft parts and precision metals	Air cargo, truck and rail
Automotive Manufacturing	Kansas City (Fairfax)	Finished vehicles and inbound auto parts	Rail and truck
Automotive Manufacturing	Kansas City (Claycomo)	Finished vehicles and inbound auto parts	Rail and truck
Food & Beverage	St. Louis	Beverages and packaging materials	Truck, rail and cold chain (temperature controlled supply chain)
Agricultural Technology	Kansas City/ Statewide	Biotechnology inputs for crops	Truck and air cargo (research and development inputs)
Intermodal/Agribusiness	Granite City (Metro East, Illinois)	Grain, soy, fertilizer and industrial cargo	Barge, rail and truck
Port/Industrial	Jefferson County, Missouri	Agriculture products, metals and EV battery materials	Barge, rail and truck
Information/Logistics	Kansas City Region	Energy-intensive electronics hardware	Highway access, high-capacity power
Chemicals & Allied Products	St. Louis Region/ Statewide	Chemicals, plastics and allied materials	Rail, truck and pipeline
Logistics & Warehousing	St. Louis & Kansas City Metro Areas	Consumer goods, secondary traffic	Truck, rail (intermodal)

Source: GFT Analysis of Transearch Data, 2023; Stakeholder Meetings (STL Freightway, KCSmartPort, MoDOT DED, Missouri Partnership, 2025

Commodity and Supply Chain Analysis

District-level analysis of Transearch data confirms the central role of Missouri’s key industry clusters in shaping freight flows. Across the state, farm products, food and kindred products and nonmetallic minerals consistently rank among the top commodities by tonnage, reflecting the continued strength of agriculture and construction-related industries. By contrast, commodities with higher growth in value, such as chemicals, transportation equipment and secondary traffic, dominate in the Kansas City, St. Louis and Southwest districts, highlighting the expansion of advanced manufacturing and distribution hubs. Declines in petroleum and coal products are evident across multiple districts, aligning with broader national energy transitions.

Building on stakeholder input and commodity data, five supply chains emerge as critical to Missouri’s future freight system. These supply chains are summarized below. **Table 2** provides an analysis of each supply chain:



Agriculture Exports – Soybeans, corn and other grains flow through central and southeast Missouri farms and river ports. Dominant transportation modes include barge, rail and truck, with strong projected export growth requiring resilient river infrastructure.



Aerospace Manufacturing – Aircraft parts and precision metals generated by Boeing and its supplier network in the St. Louis region rely on air cargo, truck and rail. This high-value sector is expanding, with significant export potential.



Automotive Production – Finished vehicles and inbound auto parts from General Motors (GM), Ford and suppliers statewide are transported primarily via rail and truck. Long-term demand is stable, with particular emphasis on inbound logistics efficiency.



Chemicals and Allied Products – Concentrated mainly in St. Louis and statewide manufacturing clusters, these commodities are transported via rail, truck and pipeline. The sector is experiencing rapid growth and is essential to Missouri’s value-added manufacturing base.



Food and Beverage – Processed foods and beverages, including those from Anheuser-Busch and Pivot Bio, rely on truck, rail and refrigerated facilities. Demand remains high and underscores the importance of cold chain logistics —the temperature-controlled supply chain that promotes perishable goods, such as food and beverages, remain safe and high-quality from production through distribution.

These supply chains illustrate a balance between Missouri’s traditional economic base and targeted growth industries, providing a framework for understanding current and future freight demand. Promoting efficient multimodal connectivity across truck, rail, barge, pipeline and air travel will be essential to sustain investment, enabling competitiveness and supporting the state’s evolving economy.

Table 2 – Stakeholder Input Supply Chain Analysis

Supply Chain	Key Commodities/ Inputs	Primary Generators/ Locations	Dominant Modes	Growth Outlook
Agriculture Exports	Soybeans, corn and grains	Central/Southeast MO farms; river ports	Barge, rail and truck	Strong export growth; requires river resiliency
Aerospace Manufacturing	Aircraft parts and precision metals	Boeing (St. Louis), supplier base	Air cargo, truck and rail	Expanding cluster; high-value exports
Automotive Production	Finished vehicles and auto parts	GM (KC), Ford (KC), suppliers statewide	Rail and truck	Stable long-term demand; focus on inbound parts logistics
Chemicals & Allied	Chemicals, refined products and plastics	St. Louis cluster; statewide producers	Rail, truck and pipeline	Rapid growth; essential to manufacturing
Food & Beverage	Processed foods, beverages and cold storage	Statewide producers; Anheuser-Busch; Pivot Bio (Ag Tech)	Truck, rail and refrigerated facilities	High demand; requires cold chain infrastructure

Source: GFT Analysis of Transearch Data, 2023; Stakeholder Meetings (STL Freightway, KCSmartPort, MoDOT DED, Missouri Partnership, 2025).

District Level Commodity Flow Analysis

Commodity flow patterns vary across the seven MoDOT districts, reflecting differences in industrial activity, agricultural production, population density and multimodal freight infrastructure. To capture these variations, district-level analyses were developed using 2023 Transearch data. ²For each district, the analysis identifies the top five commodities by tonnage and by value, along with the projected percentage change between 2023 and 2043, reported

² Transearch integrates public and proprietary sources—including the Surface Transportation Board’s Waybill Sample, Census Bureau commodity flow data and modal statistics—reconciled through a commodity-based freight demand modeling framework. The dataset represents modeled estimates rather than direct observations but is widely recognized as the industry standard for state and regional freight planning.



as both the cumulative change and the CAGR. This approach provides a clear indication of current freight movement profiles and expected long-term shifts in demand.

Commodity classifications are reported using the Standard Transportation Commodity Code (STCC) system at the 2-digit level, which allows for consistent aggregation and comparison of commodity groups across districts and modes. This level of detail provides meaningful insights into dominant freight categories while avoiding over-fragmentation of the data.

The **Table 3** through 9 present district-specific commodity flow profiles. For each MoDOT district, the tables highlight the top five commodities by tonnage and value in 2023, along with the projected cumulative change and CAGR through 2043. These summaries illustrate both the current composition of freight movements and anticipated long-term shifts in demand at the district level. While the analysis provides a high-level overview, **Appendix G** contains more detailed district-level tables that expand the view to the top ten commodities by mode, offering additional insight into modal distributions and commodity-specific growth patterns.

While not specifically called out in the commodity flow profiles per district, a declassified discussion of military freight is included later in this chapter. Each MoDOT district supports military freight corridors that provide efficient travel within and through the state. The districts of Kansas City, Northwest, Central and St. Louis are home to key military installations that support the nation’s defenses. MoDOT consistently prioritizes maintaining these corridors in a state of good repair and expanding capacity to meet statewide and nationwide military operations.

Table 3 – Central District All Modes Freight Data; Top Commodities Ranked by 2023 Tonnage and Value with Projected 2043 Growth

Tonnage				Value			
Rank	Commodity	% Change	CAGR	Rank	Commodity	% Change	CAGR
1	Nonmetallic Minerals	41%	1.7%	1	Food or Kindred Products	28%	1.2%
2	Farm Products	26%	1.1%	2	Farm Products	23%	1.0%
3	Food or Kindred Products	30%	1.3%	3	Secondary Traffic	21%	1.0%
4	Petroleum or Coal Products	-15%	-0.8%	4	Chemicals or Allied Products	80%	3.0%
5	Secondary Traffic	22%	1.0%	5	Transportation Equipment	43%	1.8%

Source: GFT Analysis of Transearch Data, 2023.

Table 4 – Kansas City District All Modes Freight Data; Top Commodities Ranked by 2023 Tonnage and Value with Projected 2043 Growth

Tonnage				Value			
Rank	Commodity	% Change	CAGR	Rank	Commodity	% Change	CAGR
1	Nonmetallic Minerals	22%	1.0%	1	Secondary Traffic	17%	0.8%
2	Coal	-80%	-7.7%	2	Transportation Equipment	36%	1.5%
3	Secondary Traffic	21%	1.0%	3	Food or Kindred Products	37%	1.6%
4	Food or Kindred Products	37%	1.6%	4	Misc. Mixed Shipments	32%	1.4%
5	Farm Products	25%	1.1%	5	Chemicals or Allied Products	41%	1.7%

Source: GFT Analysis of Transearch Data, 2023.

Table 5 – Northeast District All Modes Freight Data; Top Commodities Ranked by 2023 Tonnage and Value with Projected 2043 Growth

Tonnage				Value			
Rank	Commodity	% Change	CAGR	Rank	Commodity	% Change	CAGR
1	Nonmetallic Minerals	17%	0.8%	1	Farm Products	38%	1.6%
2	Farm Products	36%	1.5%	2	Petroleum or Coal Products	-17%	-0.9%
3	Petroleum or Coal Products	-18%	-1.0%	3	Food or Kindred Products	35%	1.5%
4	Coal	-79%	-7.4%	4	Chemicals or Allied Products	56%	2.2%
5	Food or Kindred Products	43%	1.8%	5	Primary Metal Products	46%	1.9%

Source: GFT Analysis of Transearch Data, 2023.

Table 6 – Northwest District All Modes Freight Data; Top Commodities Ranked by 2023 Tonnage and Value with Projected 2043 Growth

Tonnage				Value			
Rank	Commodity	% Change	CAGR	Rank	Commodity	% Change	CAGR
1	Farm Products	34%	1.5%	1	Farm Products	38%	1.6%
2	Nonmetallic Minerals	27%	1.2%	2	Petroleum or Coal Products	-17%	-0.9%
3	Food or Kindred Products	40%	1.7%	3	Food or Kindred Products	35%	1.5%
4	Chemicals or Allied Products	49%	2.0%	4	Chemicals or Allied Products	56%	2.2%
5	Secondary Traffic	31%	1.4%	5	Primary Metal Products	46%	1.9%

Source: GFT Analysis of Transearch Data, 2023.

Table 7 – Southeast District All Modes Freight Data; Top Commodities Ranked by 2023 Tonnage and Value with Projected 2043 Growth

Tonnage				Value			
Rank	Commodity	% Change	CAGR	Rank	Commodity	% Change	CAGR
1	Crude Petrol or Natural Gas	1%	0.0%	1	Crude Petrol or Natural Gas	1%	0.0%
2	Nonmetallic Minerals	15%	0.7%	2	Secondary Traffic	20%	0.9%
3	Farm Products	23%	1.0%	3	Farm Products	21%	1.0%
4	Petroleum or Coal Products	-21%	-1.2%	4	Petroleum or Coal Products	-24%	-1.4%
5	Clay, Concrete, Glass or Stone	0%	0.0%	5	Primary Metal Products	51%	2.1%

Source: GFT Analysis of Transearch Data, 2023.

Table 8 – Southwest District All Modes Freight Data; Top Commodities Ranked by 2023 Tonnage and Value with Projected 2043 Growth

Tonnage				Value			
Rank	Commodity	% Change	CAGR	Rank	Commodity	% Change	CAGR
1	Nonmetallic Minerals	8%	0.4%	1	Secondary Traffic	18%	0.8%
2	Farm Products	13%	0.6%	2	Transportation Equipment	51%	2.1%
3	Food or Kindred Products	42%	1.8%	3	Food or Kindred Products	40%	1.7%
4	Secondary Traffic	24%	1.1%	4	Farm Products	19%	0.9%
5	Chemicals or Allied Products	50%	2.0%	5	Chemicals or Allied Products	49%	2.0%

Source: GFT Analysis of Transearch Data, 2023.

Table 9 – St. Louis District All Modes Freight Data; Top Commodities Ranked by 2023 Tonnage and Value with Projected 2043 Growth

Tonnage				Value			
Rank	Commodity	% Change	CAGR	Rank	Commodity	% Change	CAGR
1	Nonmetallic Minerals	13%	0.6%	1	Secondary Traffic	30%	1.3%
2	Petroleum or Coal Products	-13%	-0.7%	2	Chemicals or Allied Products	40%	1.7%
3	Coal	-73%	-6.3%	3	Transportation Equipment	39%	1.7%
4	Farm Products	19%	0.9%	4	Petroleum or Coal Products	-14%	-0.8%
5	Secondary Traffic	41%	1.7%	5	Food or Kindred Products	29%	1.3%

Source: GFT Analysis of Transearch Data, 2023.

Across the seven MoDOT districts, the commodity flow data reveals both commonalities and regional distinctions in freight demand. Several trends are evident:

- **Consistent Top Commodities by Tonnage:** Farm products, food and kindred products and nonmetallic minerals dominate, reflecting Missouri’s continued strength in agriculture and construction-related industries.
- **Value-Driven Growth:** Districts with strong manufacturing and distribution activity, including Kansas City, St. Louis and Southwest, show significant growth in chemicals, transportation equipment and secondary traffic, underscoring the role of these regions as industrial and logistics hubs.
- **Declining Sectors:** Petroleum and coal products decline across multiple districts, aligning with broader national energy transitions and shifts in regional consumption patterns.
- **Origin and Destination Flows:** These data highlight not only commodities produced within each district but also goods moving through the state to serve regional, national and international markets, providing insight into Missouri’s strategic freight corridors.

Together, these findings indicate that while Missouri's freight network will continue to support its traditional strengths in agriculture and natural resources, future growth will be increasingly concentrated in higher-value manufacturing and distribution commodities. This underscores the importance of a freight system that balances bulk commodity movements with the infrastructure, multimodal connectivity and operational capacity required to support expanding value-added industries.

By linking district-level flows to supply chain priorities and business generators, these results inform corridor planning, multimodal investment strategies and targeted economic development initiatives. They provide a foundation for identifying Critical Urban and Rural Freight Corridors, prioritizing infrastructure improvements and aligning Missouri's multimodal network with anticipated changes in freight demand through 2043.



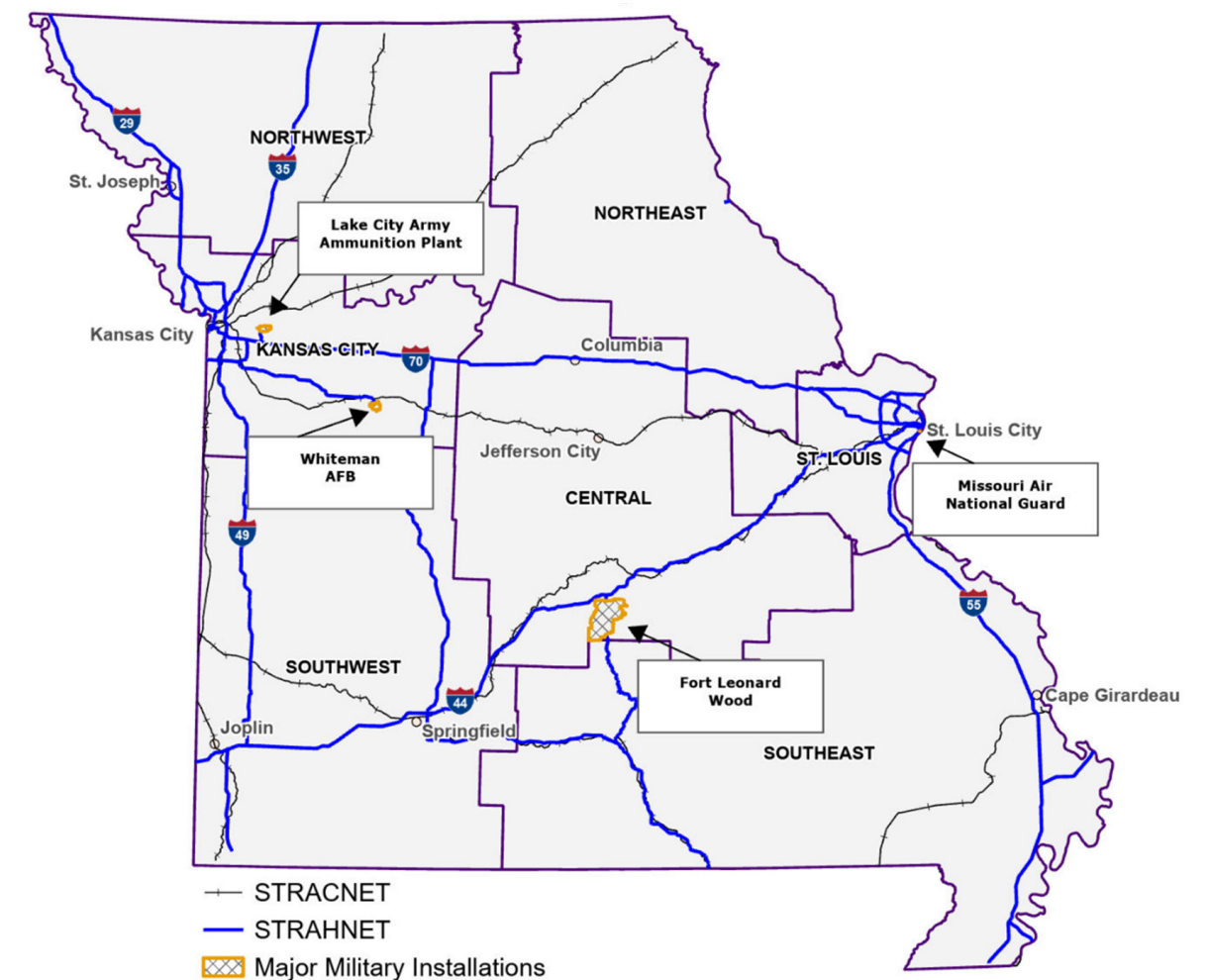
Source: MoDOT

Key Freight Corridors

While district-level commodity flows highlight regional production and consumption patterns, truck freight activity in Missouri remains concentrated along a limited number of high-volume highway corridors that serve as the backbone of the state's multimodal freight network and support national defense mobility. I-44 and I-70 are Missouri's most heavily utilized freight corridors, carrying a significant share of all highway freight

tonnage and value moving across the state. In 2023, each corridor supported more than 85 million tons of freight, a figure projected to grow by roughly 20 to 30 percent by 2043. This increase reflects Missouri's central position within national supply chains and the continuing importance of these east-west freight movements.

Figure 1 – Missouri Military Facilities



Source: Missouri Spatial Data Information Service.

In terms of freight value, both I-44 and I-70 handle the highest-value shipments in the state, each with 2023 totals exceeding \$145 billion annually and projected to rise by more than 50 percent by 2043. These corridors play a critical role in linking major metropolitan centers, including St. Louis, Columbia, Springfield and Kansas City, to national markets and global gateways. Their strategic alignment along key manufacturing, distribution and logistics hubs underscores their role in supporting Missouri's economic competitiveness.

Other important freight routes, including I-55, I-57 and I-270, complement the function of I-44 and I-70 by facilitating north–south movements and regional connectivity. I-55 and I-57 provide vital access to southern markets and Gulf Coast ports, while I-270 serves as a major circumferential route supporting intermodal transfers and urban freight distribution in the St. Louis region. These corridors are projected to see moderate but steady growth in both tonnage and value, reflecting their importance to regional supply chains and last-mile distribution.

Collectively, Missouri's top highway freight corridors form the structural foundation of the state's multimodal transportation system. Anticipated increases in both tonnage and value by 2043 highlight the importance of maintaining corridor reliability, addressing congestion at key urban interchanges and advancing targeted capacity and safety improvements to continue supporting efficient and resilient freight movement statewide.



Military Freight

MoDOT coordinates with the U.S. Department of Transportation (USDOT), the Federal Railroad Administration (FRA), the Federal Highway Administration (FHWA) and the U.S. Department of Defense's U.S. Transportation Command (USTRANSCOM) to support key facilities and corridors that support military readiness and deployment operations.



Missouri's multimodal freight system supports multiple military facilities shown in **Figure 1**, including:

- Fort Leonard Wood (United States [U.S.] Army Training and Maneuver Center)
- Whiteman Air Force Base (U.S. Air Force Global Strike Command)
- Lake City Army Ammunition Plant
- Missouri Air National Guard facilities in St. Joseph and St. Louis
- Naval Operational Support Center (NOSC) Kansas City (not shown)
- USTRANSCOM and Air Mobility Command located at Scott Air Force Base, Illinois, which relies on Missouri's transportation infrastructure for deployment support (not shown)

In addition to installations, key transportation assets identified by USTRANSCOM within and adjacent to Missouri include the Strategic Highway Network (STRAHNET), Strategic Rail Corridor Network (STRACNET) and strategic airports and seaports that facilitate defense logistics. These networks, described below, collectively allow Missouri to support both origin and pass-through military cargo movements essential for national readiness.

Strategic Highway Network

Missouri contains several Strategic Highway Network (STRAHNET) routes that link major military installations to the Interstate system. These include I-44 (connecting Fort Leonard Wood to St. Louis and Tulsa), I-70 (east-west corridor connecting Kansas City, Columbia and St. Louis) and I-49 (north-south corridor providing access from Fort Leonard Wood to western deployment points). These corridors accommodate heavy and oversized military equipment, such as armored vehicles, which require special permitting and route coordination.

Strategic Railway Corridor Network

Missouri's rail network includes several Strategic Railway Corridor Network (STRACNET) routes that are essential for the rapid deployment of military equipment and supplies. These corridors provide connectivity between military installations and key ports, depots and mobilization centers across the U.S. STRACNET within Missouri includes portions of major Class I railroads, such as UP, BNSF Railway and Canadian Pacific Kansas City. These routes provide critical east-west and north-south linkages for military freight transiting through or originating in Missouri.

Missouri's STRACNET facilities connect directly with military installations, including Fort Leonard Wood and Whiteman Air Force Base. Rail access to these installations facilitates the transport of heavy military vehicles, training equipment and supplies. Additionally, STRACNET routes intersect with key intermodal terminals and freight yards that provide transfer capabilities between modes, enhancing the efficiency of defense logistics operations.

MoDOT has incorporated FRA's guidance into its rail planning process by identifying STRACNET segments on the State Rail Map. Consideration of military freight needs has been integrated into long-range rail investment strategies, so these corridors remain reliable, resilient and capable of handling future defense mobility demands. This includes maintaining weight limits, bridge conditions and clearance restrictions along STRACNET corridors meet federal standards for military loadings.

Airports and Inland River Ports

Missouri's three major commercial airports – Kansas City International (MCI), St. Louis Lambert International (STL) and Springfield-Branson National Airport (SGF) – provide cargo handling capabilities that may be used in support of defense logistics. Additionally, the Mississippi River port in St. Louis and the Missouri River port in Kansas City are strategically positioned for barge transport of military goods, providing alternative multimodal deployment options.

Coordination and Planning

Military freight, like other types of freight, may pass through Missouri's transportation network without originating or terminating within the state. Therefore, MoDOT considers both through traffic and local military shipments when planning infrastructure improvements. The agency coordinates regularly with federal partners and neighboring states to support corridors providing defense mobility by providing well-maintained infrastructure and addressing bottlenecks or infrastructure constraints.

MoDOT's freight planning process includes consultation with the Department of Defense Surface Deployment and Distribution Command (SDDC), now known as the U.S. Army Transportation Command (ARTRANS) and U.S. Transportation Command (USTRANSCOM), as well as with installation transportation offices. These partnerships help planned infrastructure projects, such as bridge rehabilitations or interchange improvements, consider military load and clearance requirements.



Network and Corridor Implications

The synthesis of district-level commodity flows, supply chain priorities and stakeholder input highlights several strategic priorities for Missouri's multimodal freight network. Key findings include:



Critical Corridors: I-70 and I-44 consistently emerge as vital arteries for both high-tonnage agricultural and construction commodities and high-value manufactured goods. These corridors require ongoing capacity enhancements, modernization and safety improvements to accommodate projected growth.



Inland Waterways: The Mississippi and Missouri Rivers remain a comparative advantage for bulk commodity movements, particularly agricultural exports. Stakeholders emphasized the importance of resiliency measures, such as levee maintenance, flood mitigation and innovative tools like digital twins to monitor water levels and optimize cargo flows.



Rail Connectivity: Rail access continues to differentiate manufacturing and distribution hubs. Class I congestion, particularly in St. Louis, highlights the need for additional rail spurs, improved dispatching and coordination with private operators to support chemical, automotive and high-value cargo flows.



Urban and Rural Priorities: Urban areas require targeted investments to connect major industrial hubs, including Boeing, GM and intermodal terminals, to the broader freight network. In rural areas, infrastructure should support agricultural production, processing facilities and emerging industries, such as EV battery manufacturing near Rolla and in Jefferson County.



Multimodal Integration: The District-level commodity data underscores the need for seamless modal transitions among truck, rail, barge, pipeline and air cargo. Investments should prioritize connectivity that supports both high-volume bulk commodities and smaller, high-value goods.



Military Freight: Missouri's freight transportation system plays a critical role in supporting national defense and the movement of military freight, personnel and oversized vehicles. The state's location at the geographic center of the nation, combined with its robust highway, rail, air, waterways and military installations makes it vital for military logistics.

By aligning corridor improvements with high-growth supply chains, freight generators and district-level commodity flows, Missouri can enhance network reliability, reduce congestion and maintain competitiveness in national and global markets. Overall, this analysis demonstrates that strategic infrastructure investment, multimodal integration and freight-responsive planning will be essential to accommodate projected shifts in commodity flows and support Missouri's targeted economic growth through 2043.

Freight Implications

Across Missouri's districts, the commodity flow data reveals both shared patterns and regional distinctions in freight demand. Farm products, food and kindred products and nonmetallic minerals consistently rank among the top commodities by tonnage, highlighting the enduring importance of agriculture and construction-related industries. In contrast, districts with strong manufacturing and distribution activity, such as Kansas City, St. Louis and Southwest, show notable growth in chemicals, transportation equipment and secondary traffic, reflecting their roles as industrial and logistics hubs. Declines in petroleum and coal products are observed across multiple districts, consistent with broader national energy transitions. Stakeholder feedback underscores the importance of multimodal access, reliable power and supportive community infrastructure for site selection and business expansion.

These district-level results capture both origin and destination flows, encompassing commodities produced within Missouri as well as goods moving through the state's corridors to serve regional, national and international markets. While Missouri's freight network will continue to support its traditional strengths in agriculture and natural resources, future growth is expected to concentrate in higher-value manufacturing and distribution commodities. This underscores the need for a freight system that balances bulk commodity movements with multimodal connectivity, infrastructure resilience and operational capacity to support expanding value-added industries.

Missouri also serves oversized and overweight military freight to move equipment, supplies and personnel, providing a system that promotes the movement of interstate commerce and national defense. By integrating targeted business attraction strategies, freight generator analysis, supply chain prioritization and corridor planning, Missouri can position its multimodal network to sustain economic competitiveness, attract new investment and respond effectively to evolving national and global freight demand.



SFRP

State
Freight & Rail
Plan

Condition and Performance

DRAFT

Introduction

The condition and performance of Missouri's multimodal freight system plays a vital role in supporting the state's economy, linking producers to markets and connecting communities to the global supply chain. As a central hub in the national freight network, Missouri supports the movement of goods across highways, railroads, inland waterways and air cargo facilities. This chapter presents a comprehensive analysis of the condition, reliability and safety of the freight transportation system across all modes.

The analysis evaluates physical infrastructure conditions, bottlenecks, level of service (LOS), safety performance and system constraints that influence freight mobility. It draws from state and federal data sources, stakeholder interviews and prior planning efforts. This data is measured against the goals, objectives and performance measures detailed in **4.02 Truck Parking Technical Memorandum** to assess the freight transportation system.

Scope and Data Sources

This chapter synthesizes findings from a variety of sources, including but not limited to:

- S&P Global's Transearch database

- Surface Transportation Board (STB) waybill data
- The Federal Highway Administration (FHWA) Freight Bottleneck Tool
- Missouri Department of Transportation (MoDOT) Tracker performance system
- MoDOT's Highway-Rail Grade Crossing State Action Plan (SAP)
- United States (U.S.) Army Corps of Engineers (USACE) waterway data
- U.S. Coast Guard (USCG) marine safety records
- Stakeholder input

All data reflects the most recent available reporting (2020-2024) and is organized by freight mode. All Transearch data is reported in 2023 numbers or 2043 projections.

Freight System Overview

Missouri's freight network spans four primary transportation modes: highways, rail, inland waterways and air cargo. Together, these modes form a cohesive and competitive freight system with modal flexibility for shippers and receivers.

- **Highways:** Missouri's highway network includes over 33,000 miles of state-owned roads with critical freight corridors, such as Interstates 70, 44, 29, 55 and 49, forming the backbone of truck freight movement. Missouri is home to 1,521 miles of the National Highway Freight Network (NHFN).
- **Railroads:** The state is served by five Class I railroads, multiple short line railroads and major intermodal terminals. These rail assets link at hubs in St. Louis and Kansas City to provide nationwide connectivity and direct access to seaports on all three coasts, in addition to Mexico and Canada.
- **Waterways:** Missouri boasts 1,050 miles of navigable waterways, including segments of the Mississippi and Missouri Rivers and is home to 19 public port authorities and one port commission. Missouri's ports also provide multimodal connectivity via roadway and rail links.
- **Air Cargo:** While Missouri's air cargo footprint is smaller than its surface modes, it is an essential transportation means for high-value and time-sensitive freight. Airports in St. Louis (STL), Kansas City (MCI) and Springfield (SGF) provide commercial air cargo service, while several regional and business airports offer specialized logistics support.

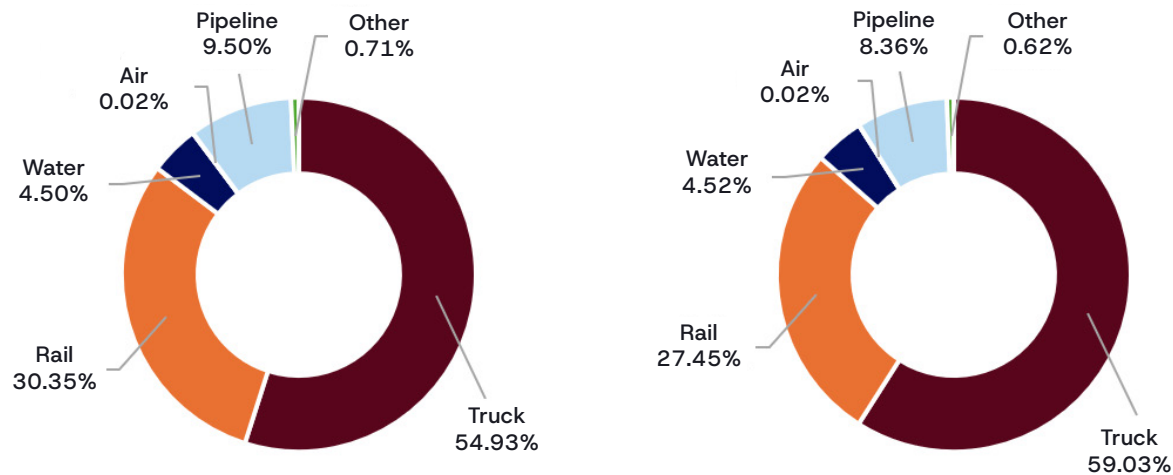
More than 1.1 billion tons of freight were shipped to, from or within Missouri in 2023 and volumes are expected to grow to 1.30 billion tons by 2043, with 2023 and 2043 freight values of \$1.70 trillion and \$2.30 trillion, respectively.¹ Whether by rail, truck, barge or air cargo, these networks not only sustain key industries but also support tens of thousands of jobs in logistics, warehousing and operations. The 2023 and forecasted 2043 modal split by tonnage and value is shown in **Figure 1** and **Figure 2**.



Source: MoDOT

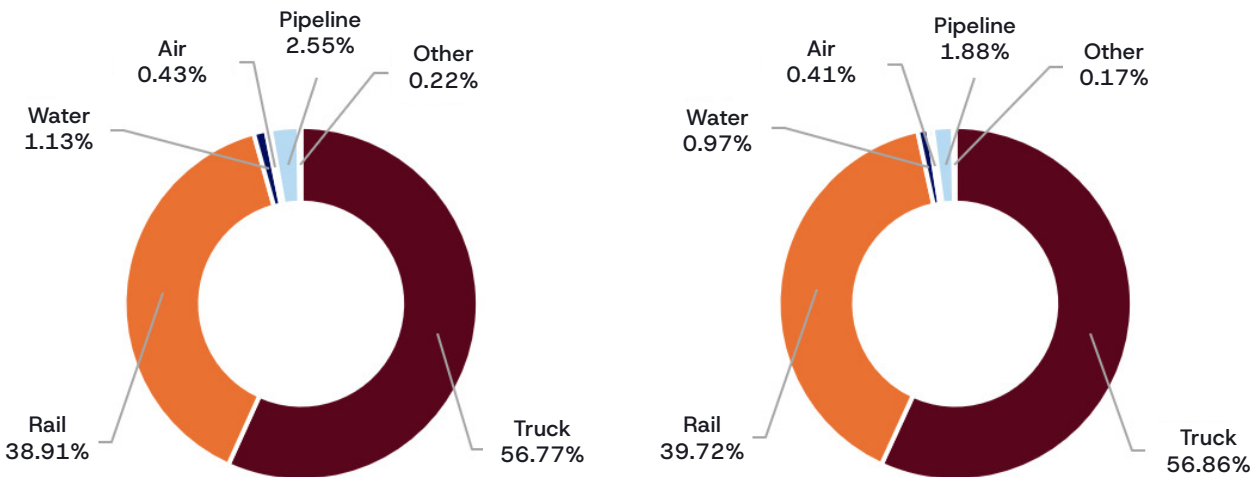
¹ Data from Transearch (2023), calculations by GFT (2025).

Figure 1 – Modal Split by Tonnage, 2023 (left) and 2043 (right)



Source: GFT Analysis of Transearch Data, 2023.

Figure 2 – Modal Split by Value, 2023 (left) and 2043 (right)



Source: GFT Analysis of Transearch Data, 2023.

Highway

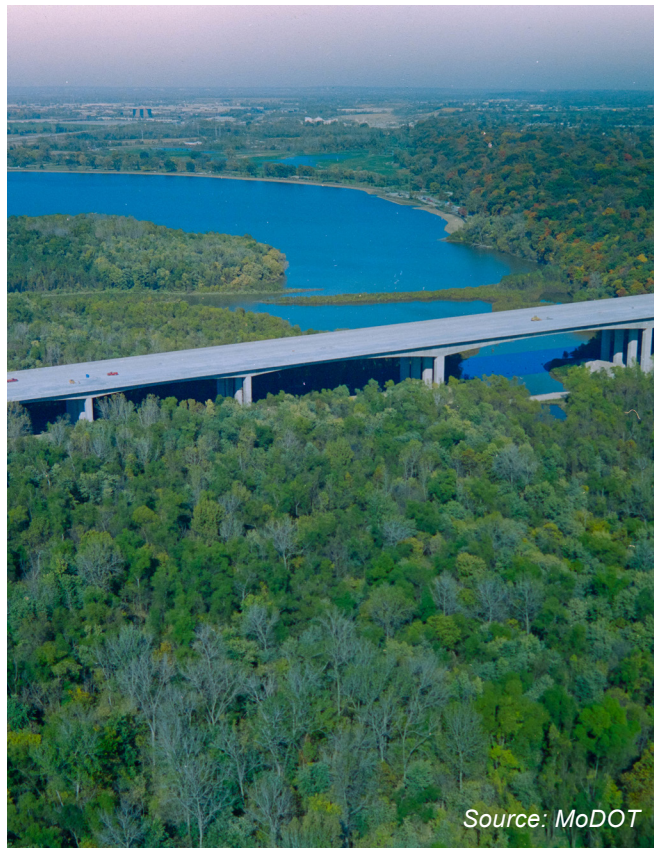
Highways form the backbone of Missouri’s freight system, carrying the majority of goods by tonnage and value. Highways also link the state’s producers, consumers and distribution centers to regional, national and global markets. Missouri contains over 5,500 miles of major highways, over 18,000 miles of minor highways and over 10,000 bridges on the state highway system. Despite significant investments, recurring congestion, pavement deterioration and truck parking shortages remain challenges that impact reliability and safety. This section reviews highway system conditions, identifies freight bottlenecks using national datasets, such as the FHWA Freight Bottleneck Tool and evaluates safety, crash data and performance metrics to assess how well Missouri’s highway network is serving freight needs.

Overview

Missouri has the seventh largest state highway system in the U.S., totaling 33,814 centerline miles. Each day, 80.80 million miles are driven and 1.50 million tons of freight are hauled on this system.² Missouri’s state highway network is divided into major routes, minor routes and low-volume routes. Major highways, which include interstates, comprise 5,555 miles, or 16% of the total 33,814 highway miles in Missouri, but account for 77% of the system’s traffic. Part of the state system includes the NHFN that is essential for long-haul freight movement, as well as last-mile connectivity to rail terminals, ports and airports as shown in **Figure 3**.

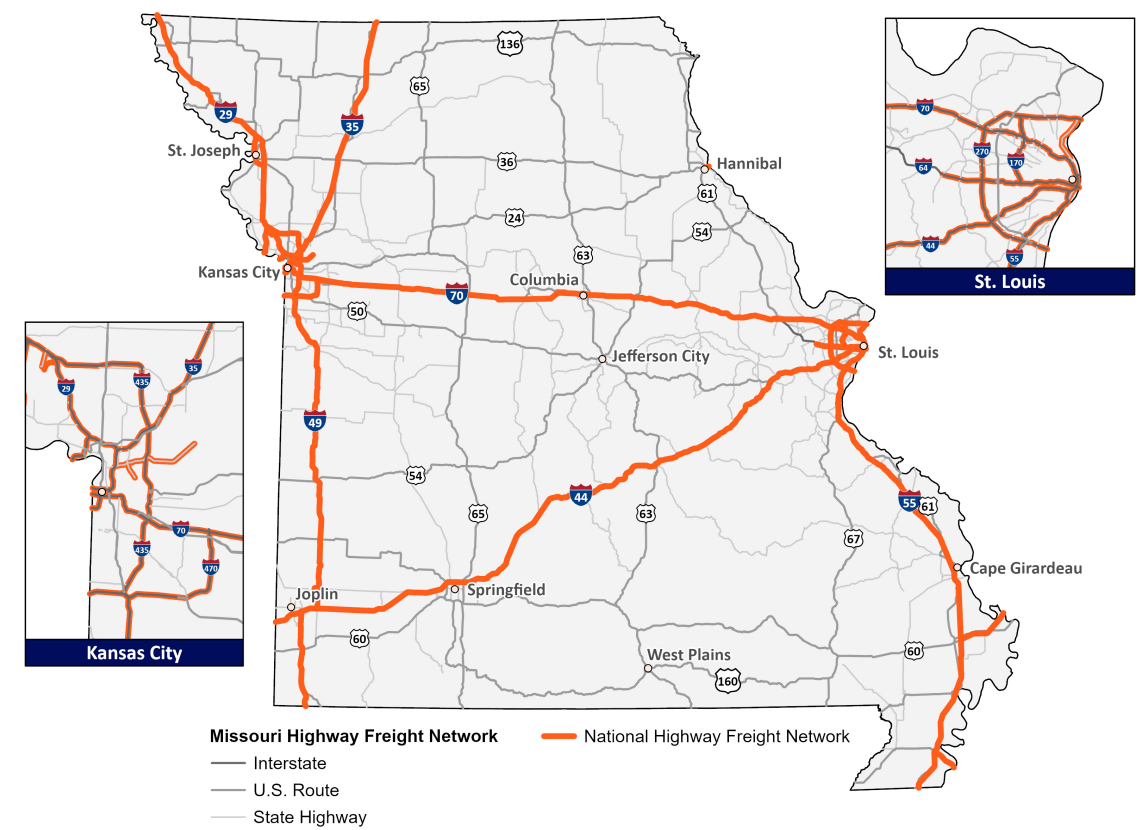
The St. Louis Regional Freightway developed the St. Louis Regional Needs Analysis and Freight Development Plan in 2017. This study evaluated the freight-related role of roadway assets beyond the interstate system, identifying important freight corridor segments. The corridors are classified as Freight Connectors, Intra-Regional Connectors and Emerging Connectors, totaling 112 segments across the region.

This plan complements the Missouri State Freight and Rail Plan (SFRP) by focusing on the non-interstate roadway connections that support and enhance access to key freight assets, such as intermodal rail yards and ports. Together, they provide a more comprehensive view of the multimodal freight network.



² FHWA, “Table VM-2 – Highway Statistics 2023,” Policy Information, accessed June 20, 2025, <https://www.fhwa.dot.gov/policyinformation/statistics/2023/vm2.cfm>.

Figure 3 – Missouri Highway and National Highway Freight Networks

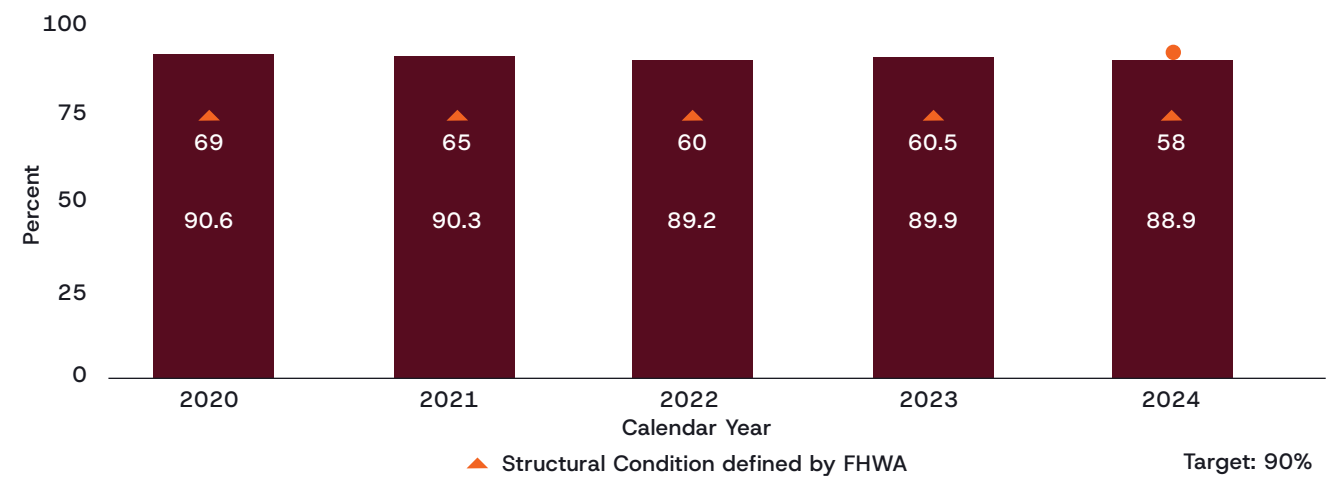


Source: FHWA, 2025.

Level of Service

Missouri’s state highway system is generally in good condition. Since 2021, major highways in good condition decreased from 90 to 89%, slightly below the state target of 90% (see **Figure 4**). Recently passed legislation to increase funding for interstate improvements is likely to increase major highway conditions to exceed the state target in coming years.

Figure 4 – Percent of Major Highways in Good Condition, 2020–2024



Source: MoDOT, Condition of State Highways - 5c, 2025.

From a level of service (LOS) perspective, Missouri’s highways continue to experience congestion and reliability issues despite relatively strong pavement conditions. High truck volumes on interstates and at key interchanges reduce efficiency and increase travel times, particularly in urban areas. First- and last-mile connections to ports, rail terminals and airports also experience localized bottlenecks. While recent improvements have addressed some of these constraints, growth in e-commerce and freight demand is expected to put additional strain on highway capacity, underscoring the need for continued monitoring and targeted investments.

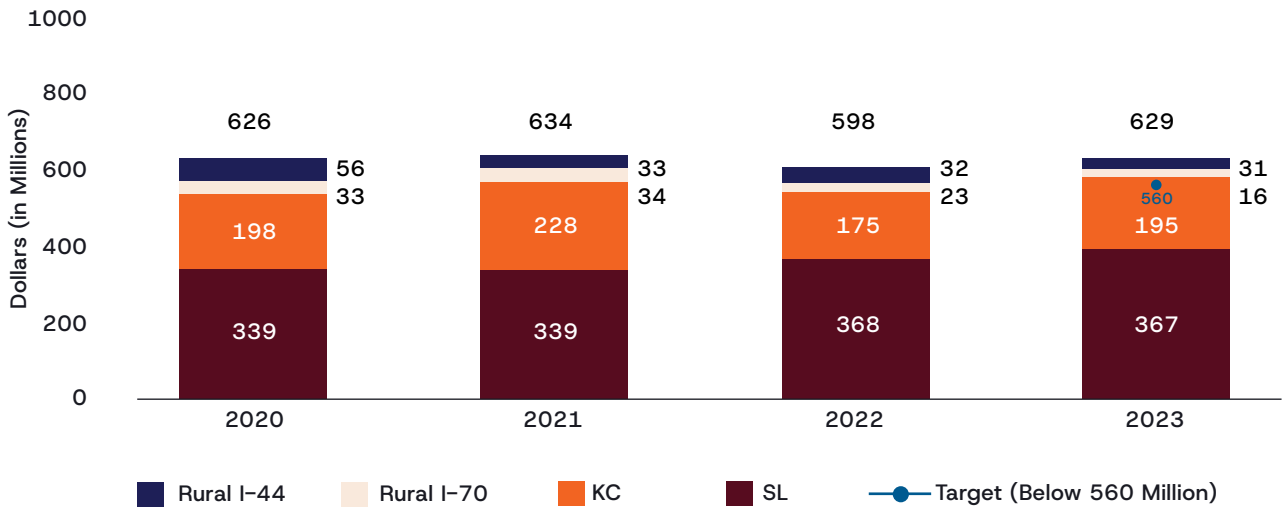
St. Louis and Kansas City are two major freight centers in Missouri that experience the most congestion in the state. The state target is no more than 10 additional minutes of travel time during peak rush hour conditions. For the third quarter of 2025, the most recent Missouri Tracker reliability data, St. Louis reported the morning peak was 8 seconds less and the evening peak was 40 seconds greater than peak targets.³ In Kansas City, the morning peak was 8 seconds greater and the evening peak was 57 seconds greater than peak targets.⁴²

Congestion has financial costs that are passed on to drivers and consumers. In 2023, the estimated cost of congestion in St. Louis, Kansas City and rural I-70 and I-44 freight corridors was \$629 million, surpassing the statewide target by \$69 million. The total cost of congestion saw a large increase from 2022, as seen in **Figure 5**, returning to levels previously seen in 2020 and 2021.

³ MoDOT, “Reliability on Major Routes -4a,” accessed October 2, 2025, <https://www.modot.org/reliability-major-routes-4a>.

³ MoDOT, “Reliability on Major Routes -4a,” accessed October 2, 2025, <https://www.modot.org/reliability-major-routes-4a>.

Figure 5 – Cost of Congestion on Selected State Roads, 2020–2023



Source: MoDOT, Cost and Impact of Traffic Congestion -4b, 2025.

While peak congestion is predictable, there is unplanned congestion that also impacts reliability of the state highway system. Traffic incidents lock travel lanes and temporarily reduce the number of vehicles that can travel on the road. Traffic crashes are the most impactful source of unplanned congestion. Two major freight corridors, I-70 and I-44, have higher than expected crash rates, indicating a need for improvements.

The speed of incident clearance is essential to the highway system returning to normal conditions and improving the reliability of the system. Delays on the highway network can lead to missed intermodal connections, scheduling conflicts or cascading disruptions throughout the freight system.

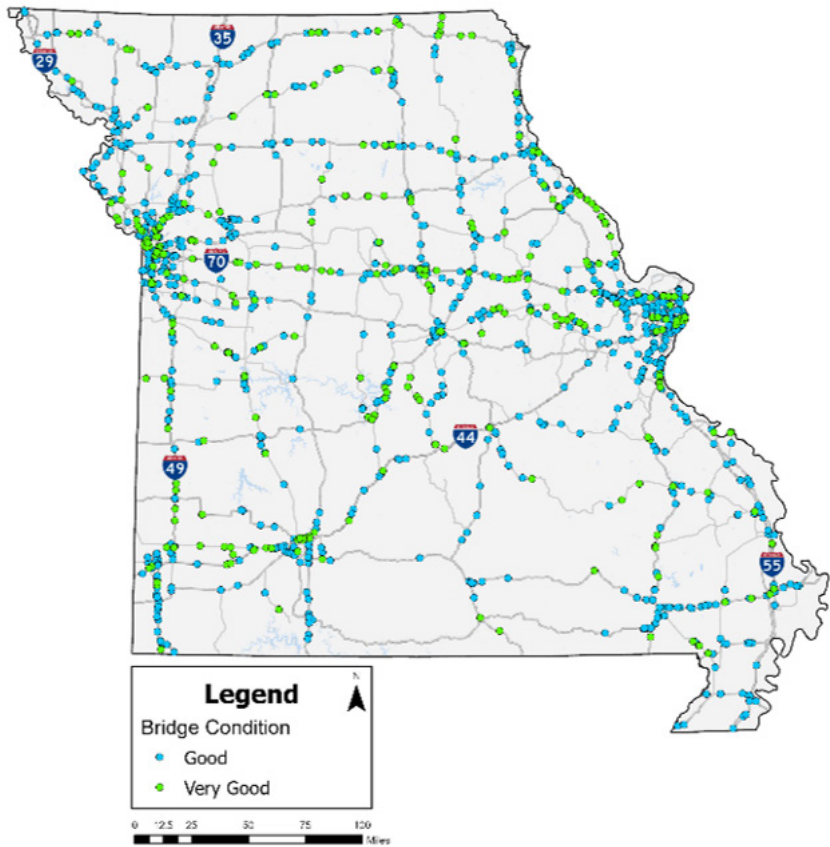
To monitor and improve this aspect of system performance, MoDOT tracks trends in incident clearance. One key performance measure tracked by MoDOT is how quickly MoDOT and emergency responders remove obstructions and restore normal operations.⁵ MoDOT set targets on average time to clear incidents, which account for the number of incidents and the actual time to clear. The 2024 actual average clearance times for St. Louis (28.40 minutes), Kansas City (30.40 minutes) and Springfield (33.50 minutes) were slightly higher than the targets, which range from 25.00 to 29.60 minutes. In contrast, the actual clearance times for rural I-70 (72.20 minutes) and rural I-44 (85.10 minutes) were much higher than the target clearance time of 60 minutes. In contrast, the actual clearance times for rural I-70 (72.20 minutes) and rural I-44 (85.10 minutes) were much higher than the target clearance time of 60 minutes.

⁵ MoDOT, "Average Time to Clear Traffic Incidents -4c," accessed October 2, 2025, <https://www.modot.org/average-time-clear-traffic-incidents-4c>.

Bridges

In addition to the huge network of highways, Missouri has 10,427 bridges and culverts of varying sizes, including 209 major bridges that are longer than 1,000 feet. In 2024, the average bridge age in Missouri was 50 years. From 2019 to 2024, the number of bridges in poor condition was reduced from 8.6% to 7.2%.⁶ This improvement from 2019 to 2024 reflects investments made through MoDOT’s asset management program and the Governor’s Focus on Bridges program. To combat aging infrastructure, MoDOT has a target of no more than 900 bridges being in poor condition. **Figure 6** shows the location of Missouri bridges in good or very good condition, while **Figure 7** shows the location of Missouri bridges in fair, poor or very poor condition.⁷

Figure 6 – Missouri Bridges in Good or Very Good Condition

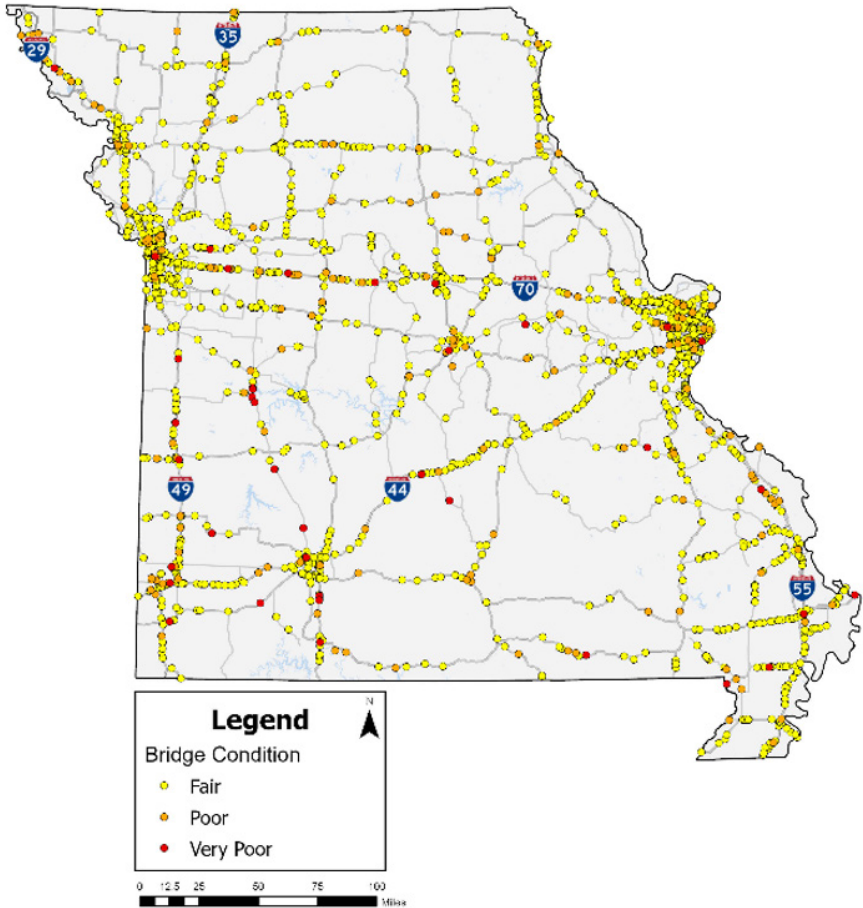


Source: MoDOT Bridge Dataset, 2025.

⁶ MoDOT, "Condition of State Bridges -5a," accessed June 5, 2025, <https://www.modot.org/condition-state-bridges-5a>.

⁷ Both figures exclude bridges without ratings.

Figure 7 – Missouri Bridges in Fair, Poor or Very Poor Condition



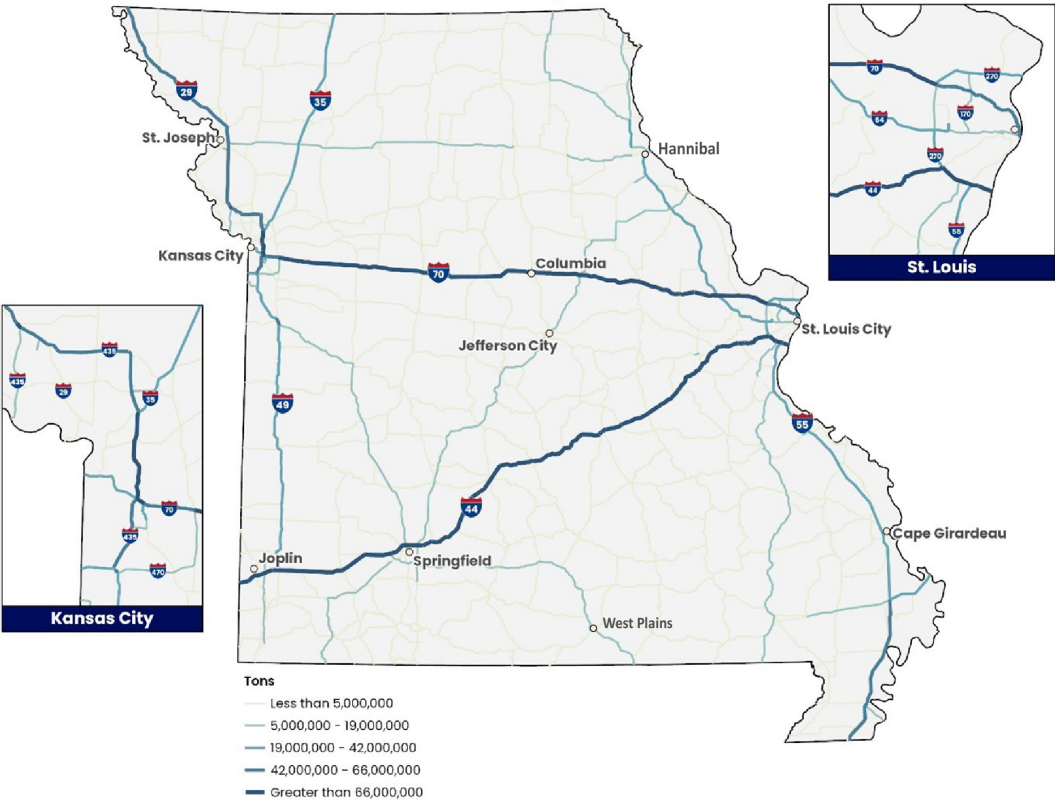
Source: MoDOT, Bridge Dataset, 2025.

The performance of all state bridges is important to review versus those only on the National Highway System (NHS) or NHFN due to the importance of agriculture to the state and the significant barrier a weight-posted or closed bridge can have on freight movements. Bridges in poor or very poor condition often have weight limit postings to maintain safety while avoiding closing the structure. Weight-limited bridges require farmers to choose between making more trips with lighter loads to market or taking detours to travel on roads with no load-posted bridges. Both options increase the farmers’ transportation cost and lower available profits.

Truck Freight

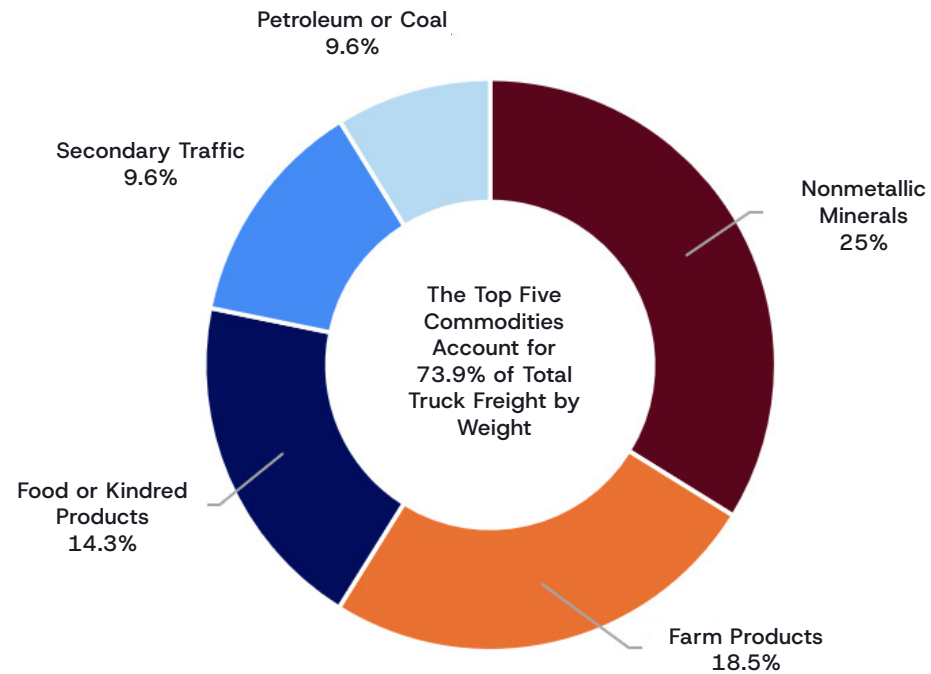
The state’s central location and extensive highway network make it a critical crossroad for long-haul freight moving east-west and north-south across the country. More specifically, truck movements account for 55% of the total freight tonnage and are forecasted to increase to 59%, from 624 million in 2023 to 765 million in 2043.¹ **Figure 8** shows the state’s 2023 cargo flows and **Figure 9** shows the 2023 top five truck freight commodities by tonnage.

Figure 8 – Truck Cargo Flows, 2023



Source: GFT Analysis of Transearch Data, 2023.

Figure 9 – Top Five Commodities by Weight (Percent) for Truck Freight, 2023



Source: GFT Analysis of Transearch Data, 2023.

Bottlenecks

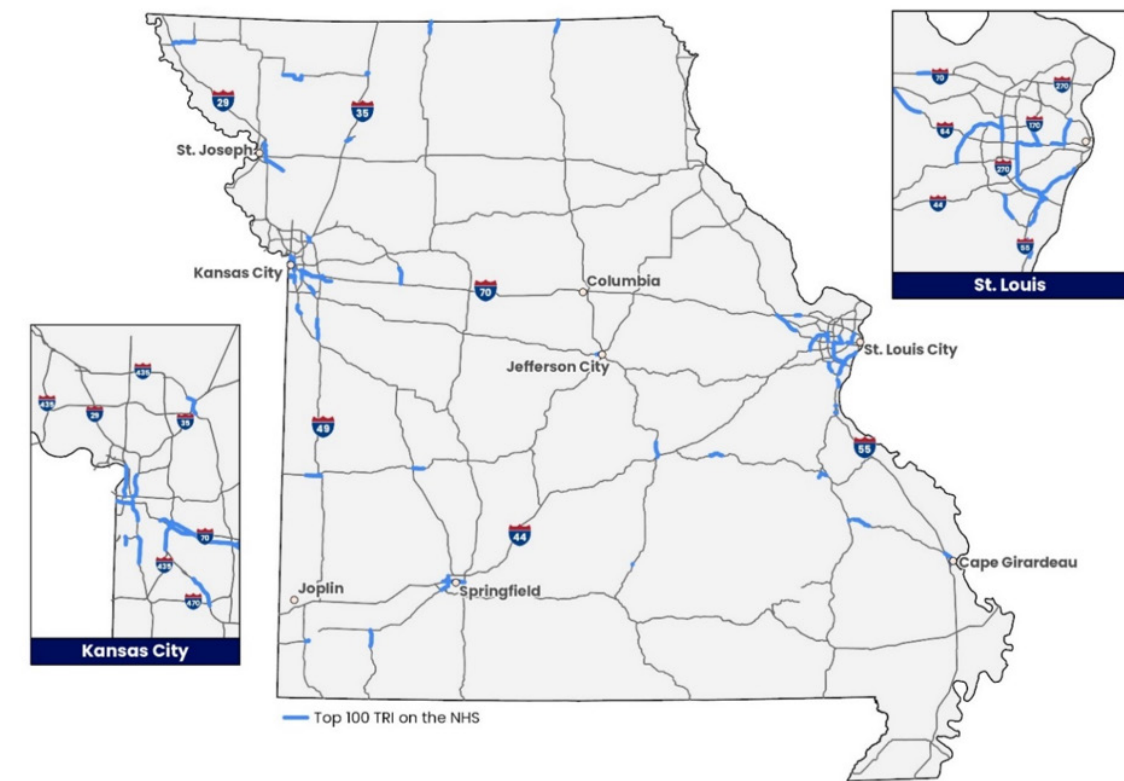
The American Transportation Research Institute (ATRI) publishes an annual report evaluating the top truck bottlenecks. The evaluation methodology involves comparing an assumed free-flow speed of 55 mph to the measured truck speed, then multiplying the difference by the hourly vehicle volume to obtain an hourly freight congestion value. The total freight congestion value is the summation for 24 hours in the day. Missouri has two locations listed in the top 100 truck bottlenecks: I-64/I-55 at I-44 in St. Louis and I-70/I-670 at U.S. 71 in Kansas City. While informative, the congestion value does not measure reliability, a key factor for freight shippers when planning routes for cargo.

The FHWA measures bottlenecks through six different indicators. The industry standard for measuring freight bottlenecks is the Truck Reliability Index (TRI), which compares the 95th percentile travel time to the 50th percentile travel time for specific times of the day.⁸ The TRI scores begin at one, indicating a perfectly reliable system and scores greater than one indicating an unpredictable system. However, reliability does not indicate free-flow traffic. For example, a roadway can be heavily congested, but if it is consistent and predictably congested, it will have a favorable TRI score. **Figure 10** shows Missouri NHS segments included in the

⁸ Truck Reliability Index is also known as Truck Travel Time Reliability Index (TTTRI).

top 100 bottleneck locations based on TRI scores. **Table 1** lists the top 10 bottlenecks with congestion cost and Freight Analysis Framework (FAF) commodity values. A full list of the top 100 bottlenecks is included in **Appendix A**.

Figure 10 – Missouri National Highway System Segments with Top 100 Truck Reliability Index Scores



Source: GFT Analysis of FHWA Bottleneck Tool, 2025.

Table 1 – Top 10 Truck Reliability Index Bottlenecks on the National Highway System in Missouri

Rank	Truck Reliability Index Value	Roadway	District	Congestion Cost	Freight Analysis Framework Value
1	3.16	I-670	Kansas City	\$2.4M	\$28.2B
2	2.33	U.S. 169	Northwest	\$1.4M	\$1.2B
3	2.22	I-64	St. Louis	\$4.5M	\$29.2B
4	2.08	U.S. 169	Northwest	\$1.8M	\$1.2B
5	2.07	U.S. 61	St. Louis	\$0.2M	\$0.4B
6	1.89	I-70	Kansas City	\$5.1M	\$44.1B
7	1.82	I-270	St. Louis	\$2.5M	\$32.5B
8	1.77	U.S. 40	Kansas City	\$0.1M	\$0.4B
9	1.77	U.S. 50	St. Louis	\$0.1M	\$2.2B
10	1.72	MO-72	Southeast	\$0.1M	\$1.1B

Source: GFT Analysis of FHWA Bottleneck Tool, 2025.

FHWA tracks interstate truck travel through its Truck Travel Time Reliability Index (TTTRI), with each state establishing a two- and four-year target and a goal of all states trending to a value of 1.00.⁹ Missouri has a target TTTRI of 1.45, with the most recently reported TTTRI of 1.23 in 2022 compared to 1.30 in 2019. Based on this metric, Missouri’s interstates are more reliable than Illinois, Oklahoma, Tennessee and Kentucky, while slightly less reliable than Iowa, Nebraska, Kansas and Arkansas.

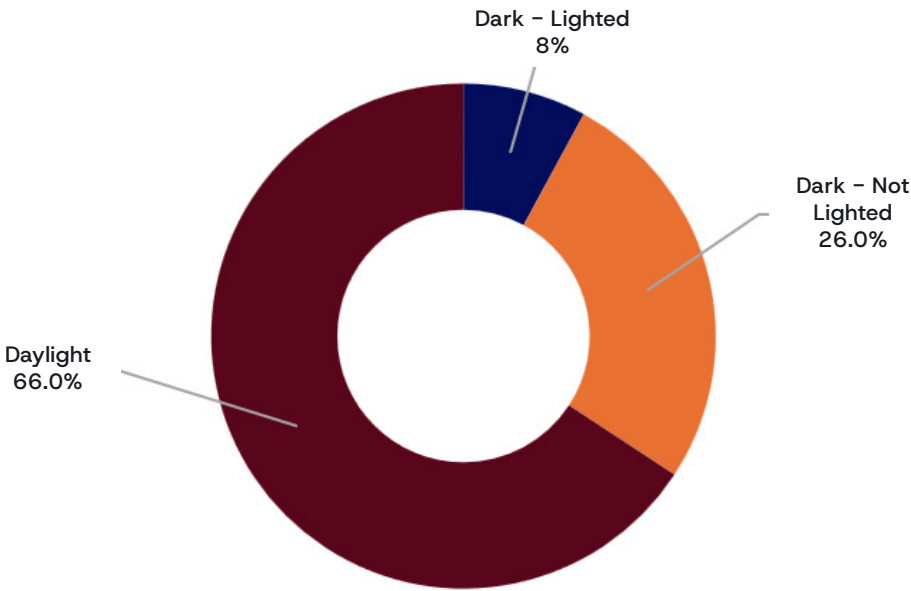
Safety

The Missouri State Highway Patrol (MSHP) manages the Missouri Crash Analysis Reporting System (MCARS), which is a comprehensive resource of traffic crashes. Highway freight-related crashes include those that involve a single truck, a combination of trucks and personal vehicles and/or trains. Per the MCARS, there were 136,838 total crashes in Missouri in 2023,

⁹ FHWA, “Transportation Performance Management,” accessed October 6, 2025, <https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Missouri>

of which 15,453 (11.30%) involved a Commercial Motor Vehicle (CMV). CMVs are only slightly overrepresented in the expected share of fatalities with 130 (13.10%) fatalities in 2023. A summary of light conditions at the time of fatal CMV crashes is provided in **Figure 11**.

Figure 11 – Light Conditions for Fatal Commercial Motor Vehicle Crashes, 2023



Source: GFT Analysis of MHSP data, 2023.

When compared to 2019 data, the 2024 total number of crashes involving CMVs decreased by 1.97% and fatal crashes decreased by 2.42%. This indicates safer operations, thanks to Missouri’s multi-disciplined approach to achieving safer roads through education, public policy, enforcement, engineering and emergency response.

Existing Performance Metrics

The highway condition and performance assessment provides a snapshot of current assets. The assessment measures pavement and bridge condition, congestion and roadway safety factors that highlight how the system is performing.

Highway performance is guided by the six SFRP goals: stewardship, safe, prosperous, reliable, connected and innovative. The new goals and their associated metrics, are described in the **Goals, Objectives and Performance Metrics chapter**.

Rail

Additional Considerations: Military Vehicle Size, Weight and Infrastructure Needs

Military freight movements often involve oversized and overweight vehicles, including tanks, armored personnel carriers and heavy transport equipment. Missouri's infrastructure planning must provide adequate pavement strength, bridge load ratings and route clearances to support movement of these vehicles. Strategic Highway Network (STRAHNET) and Strategic Rail Corridor Network (STRACNET) routes are prioritized for investment to maintain these capabilities. In addition, MoDOT's Freight and Highway Safety Divisions coordinate with the MSHP to streamline oversize/overweight permitting processes for military convoys and to manage temporary closures or route adjustments during deployment activities.

Freight trains are a vital component of Missouri's multimodal transportation network, providing cost-effective, long-haul movement of bulk goods, manufactured products and intermodal containers, while also sharing corridors with passenger train services. This section examines the condition and performance of Missouri's rail system, including bottlenecks, LOS and safety considerations.

Overview

Missouri consistently ranks among the top rail states in the nation, carrying the fourth-largest volume of freight tonnage in the country. In 2023 alone, 7.30 million railcars carried 344.90 million tons of freight valued at \$663 billion, representing nearly 39.20% of the total value of goods shipped in the state.¹⁰

Missouri has the 11th-largest rail network in the U.S., with approximately 3,800 miles of track (in addition to 2,500 miles of railyard track) and more than 6,500 public and private highway-rail crossings (4,381 public and 2,183 private).⁸ The state is served by 20 freight railroads,

¹⁰ MoDOT, "Missouri Highway-Rail Grade Crossing State Plan," 2022, https://www.modot.org/sites/default/files/documents/MoDOT_SAP_JAN_2022_REV0927.pdf.

including five Class I carriers: Burlington North Santa Fe Railway (BNSF), Canadian Pacific Kansas City (CPKC), CSX, Norfolk Southern (NS) and Union Pacific Railroad (UP). Further, 15 short line railroads maintain 566 miles of track, providing critical first- and last-mile service to rural shippers and local industries. Collectively, these railroads moved 30% of all freight in Missouri in 2023 and volumes are projected to increase in the future.

The state's rail infrastructure extends beyond mainline tracks, encompassing thousands of highway-rail grade crossings, active and inactive spurs and shared freight-passenger corridors. This extensive rail system provides a foundation for Missouri's economy and workforce.

Rail Freight

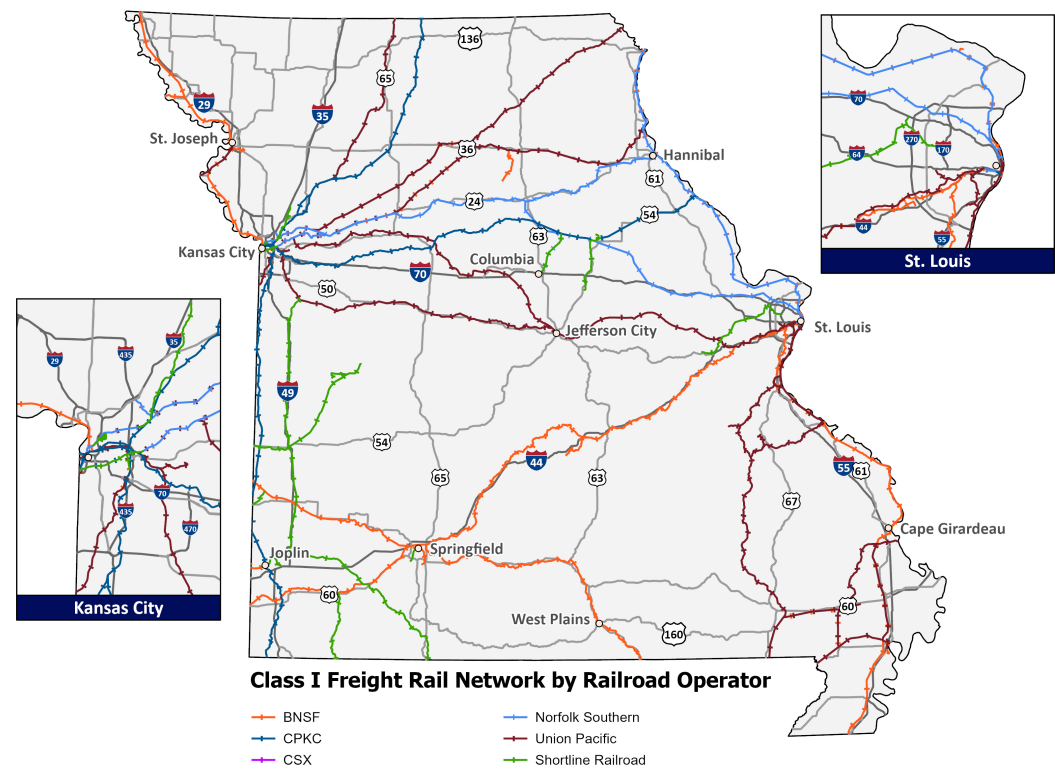
Rail carries the second largest share of goods in Missouri by both weight and value. Kansas City and St. Louis anchor this rail system as nationally significant hubs, ranked the second- and sixth-largest rail transportation centers in the nation, respectively, with concentrations of key intermodal and switching facilities.¹¹ These hubs connect Missouri to domestic shippers, Canadian and Mexican trade partners and global markets through ocean ports. Railroads support industries such as agriculture, chemicals, mining and automotive manufacturing, while ensuring efficient connections between producers and consumers. In 2023, around 345 million tons of rail freight moved in Missouri, reflecting 30% of all freight movement. This freight volume is forecast to increase in 2043 to 356 million tons, but the relative share is forecast to decrease slightly to 27%.

In 2022, Missouri ranked sixth nationally in freight rail employment, emphasizing the sector's economic footprint on Missouri freight movements.¹² **Figure 12** shows the Missouri rail freight network and **Figure 13** shows the top five commodities by tonnage transported via rail in 2023.

¹¹ MoDOT, "Freight Railroads," accessed October 6, 2025, <https://www.modot.org/freight-railroads>

¹² Association of American Railroads, "Missouri State Fact Sheet, 2023," <https://www.aar.org/wp-content/uploads/2025/01/AARMissouri-State-Fact-Sheet.pdf>.

Figure 12 – Missouri Rail Freight Network

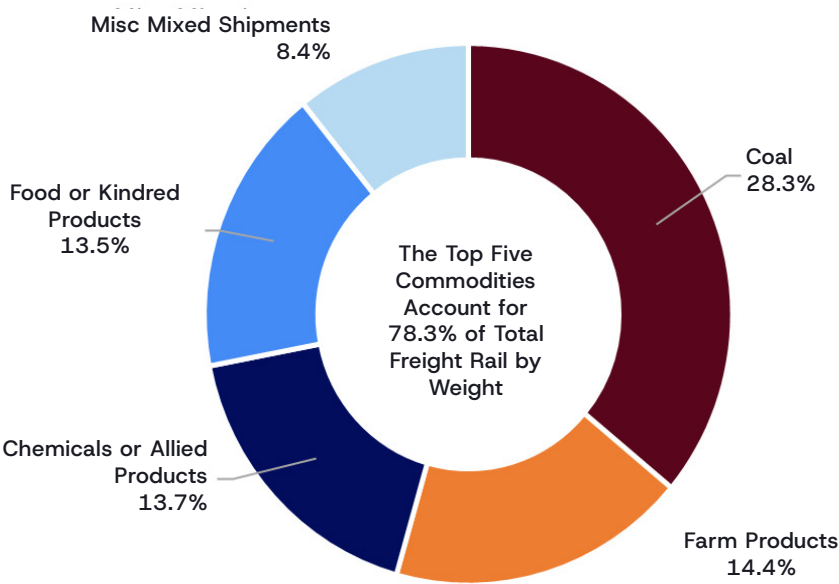


Source: MoDOT, Freight Railroads, 2025.



Source: MoDOT

Figure 13 – Top Five Commodities by Weight (Percent) for Freight Rail, 2023



Source: GFT Analysis of Transearch Data, 2023.

Level of Service

Understanding rail system performance in Missouri requires both quantitative measures of capacity and qualitative input from rail carriers. While LOS is not defined uniformly across the rail industry, carriers in Missouri generally assess system performance through data such as operational restrictions, volume-to-capacity balance and intermodal terminal congestion.

Discussions with Class I operators highlighted recurring bottlenecks in urban areas, such as Kansas City, St. Louis and Sedalia. Several railroads highlighted that much of their traffic in Missouri is passing through rather than having an origin or destination within the state, emphasizing the state’s strategic role in national freight corridors. NS, UP and CPKC all stressed that performance issues in Missouri can affect service well beyond state lines. Railroads also noted that intermodal and yard congestion, low-profile crossings and bridge clearance limitations can create localized constraints that affect throughput. Railroad stakeholder feedback emphasized that LOS is ultimately reflected in service reliability to customers and that coordination with MoDOT on project prioritization and early planning is critical to addressing capacity constraints before they become more costly chokepoints, as further discussed in the Bottlenecks/Chokepoints section below. Class I railroad stakeholders identified specific locations where freight mobility and safety concerns negatively impact operations and LOS, as summarized in **Table 2**.

Table 2 – Rail Chokepoints Identified by Stakeholders

Location	Freight Mobility/Safety Concern
Grain Valley and Nowell	Blocked crossings caused by sidings intersecting major roadways; need for siding relocation to improve freight and community mobility.
Various Locations	Railroad-owned highway overpasses present maintenance and jurisdiction challenges; slow orders impact reliability.
High Hill/I-70	Bridge strike due to lack of vertical clearance created major infrastructure failure; resulted in rail rerouting and interstate closure, disrupting both freight and highway mobility.
Hannibal Area	River crossing capacity constraints create operational challenges.
Pevely Crossing, MO (DOT 445875R)	Low-profile crossing design causes vehicles to get stuck; creates recurring blockage and safety risks.
NuCor Steel near Sedalia (Washington St.)	Increased freight and passenger traffic at grade crossing; safety risks for adjacent school and housing; bridge constraints limit emergency vehicle access.
Southwest Ave. Bridge, DeSoto Sub (St. Louis)	Vertical clearance limitations; bridge upgrades needed to support freight efficiency.
Missouri River Runner Route	Corridor capacity enhancements and siding expansion needed to support freight and passenger mobility.
Independence Ave. (Kansas City)	Grade separation functions adequately currently; insufficient track capacity for future growth.
Springfield	Chokepoint coming in and out of intermodal facilities in the area.

Source: GFT Discussions at Rail Stakeholder Meetings.

Bottlenecks/Chokepoints

Railroad bottlenecks, commonly referred to as “chokepoints,” are locations along the freight rail network that constrain efficiency and contribute to the delay in the movement of goods. These chokepoints can be broadly categorized into two types: structural and operational. Structural chokepoints include physical constraints, such as low-clearance bridges and track segments with weight limits or slow orders. Operational or congested chokepoints arise from issues like limited capacity at intermodal yards, scheduling conflicts or shared-use corridors where freight and passenger trains compete for track time.

Structural Chokepoints

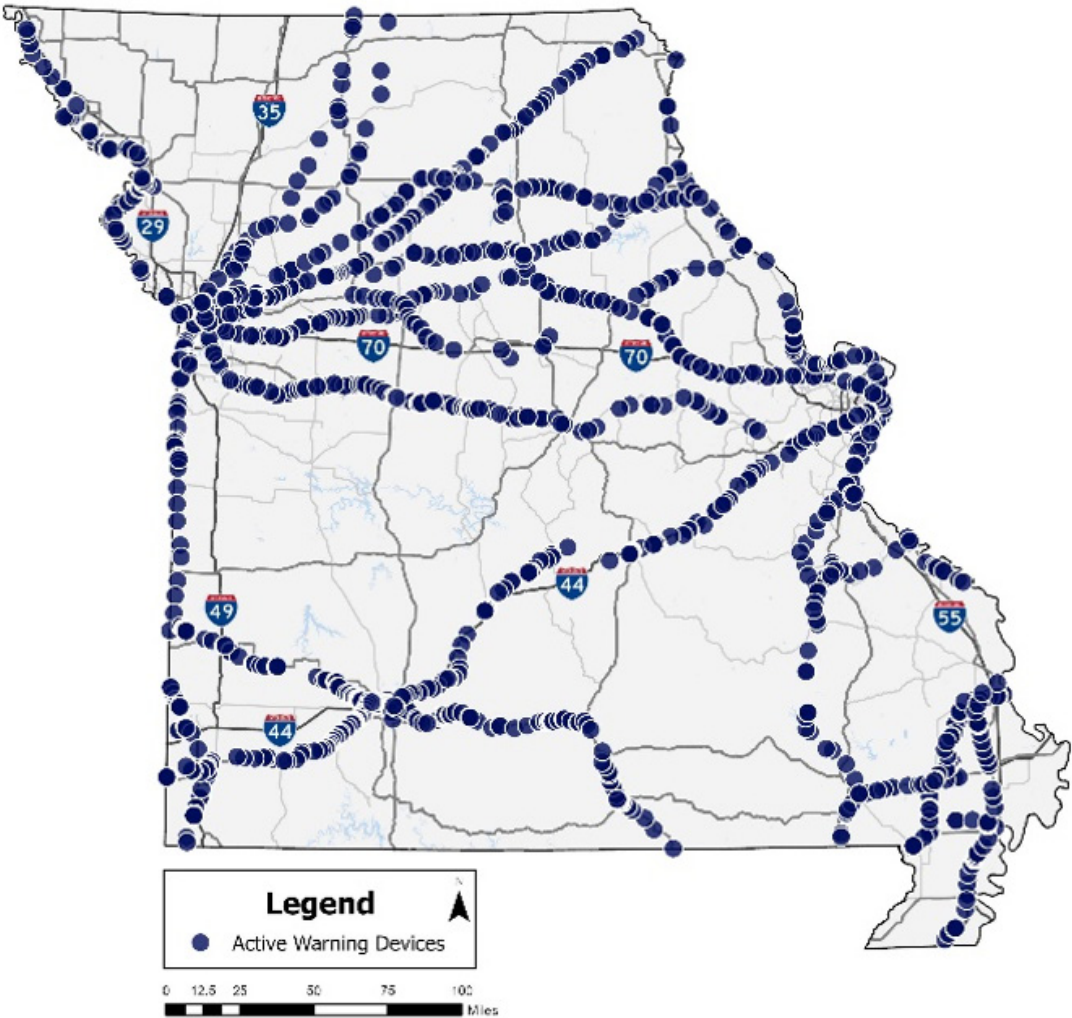
- **Low-Clearance Areas and Bridges with Size Restrictions:** Bridges can lead to chokepoints by limiting capacity through slow orders as bridges age, limited ability to add additional trackage and height restrictions. Both UP and BSNF provide guidance on the permanent vertical clearance under a structure, with the minimum allowable clearance being 23 feet 4 inches (UP) or 23 feet 6 inches (BNSF).¹³
- **Slow-Order Tracks:** Permanent slow-order track segments require trains to slow down below normal operating speed, disrupting scheduled movements and increasing total travel time. Because trains spend more time traversing the slow-order segment, fewer trains can move through that segment, creating a bottleneck effect. This effect can be exacerbated in already congested areas, such as near intermodal facilities or on shared corridors.
- **Weight-Limit Tracks:** The industry standard maximum railcar weight, including the weight of commodities and the railcar, is 286,000 pounds. Weight-restricted segments limit the flow of higher-capacity trains and can create chokepoints, especially in otherwise high-capacity corridors or near terminals and interchange points. While most of Missouri’s rail freight network can accommodate heavy axle railcars, there are a few segments with a weight restriction. Additionally, the short line rail carriers noted multiple segments with less than the 286,000-pound capable rail, which can limit their ability to serve customers.

¹³ BNSF, “Union Pacific Railroad - BNSF Railway Guidelines for Railroad Grade Separation Projects,” published January 5, 2016, <https://www.bnsf.com/bnsf-resources/pdf/in-the-community/uprr-bnsf-joint-guidelines-railroad-grade-separation-projects.pdf>.

Operational Chokepoints

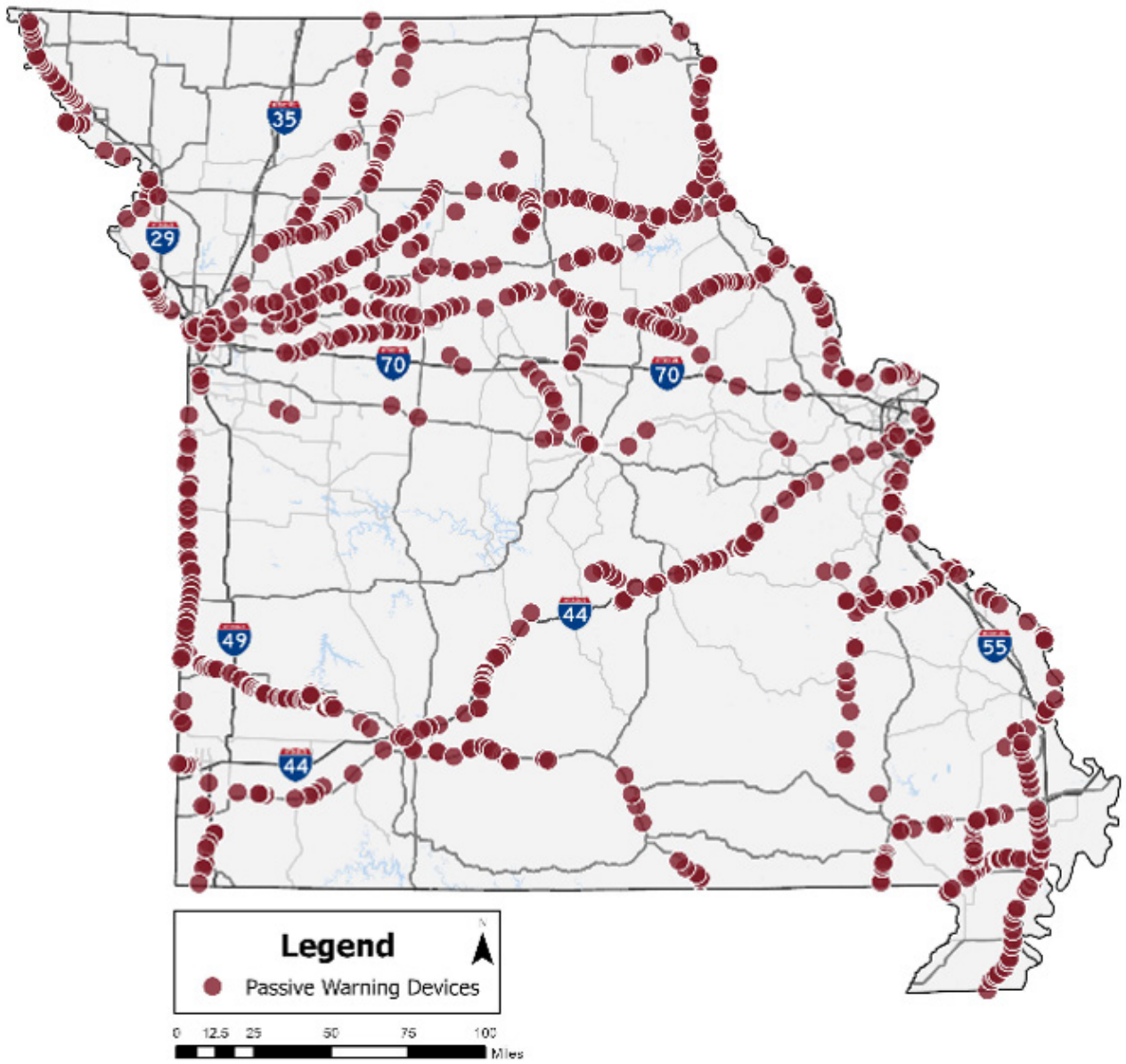
■ **At-grade Crossings:** Trains often reduce speed when approaching at-grade crossings in populated or high-traffic areas, increasing overall travel time and reducing network efficiency. These crossings also risk being occupied, which can disrupt both rail and truck freight movement. While a single crossing may have minimal impact, the cumulative effect of multiple at-grade crossings can create significant chokepoints that constrain capacity and delay freight flow. **Figure 14** and **Figure 15** illustrate the density of active and passive warning at-grade crossings across Missouri, respectively. This highlights areas of higher concentration and safety features that can increase the potential for delays and operational disruption.

Figure 14 – Active Warning At-Grade Crossings



Source: GFT Analysis of Federal Railroad Administration (FRA) Crossing Inventory Data, 2025.

Figure 15 – Passive Warning At-Grade Crossings

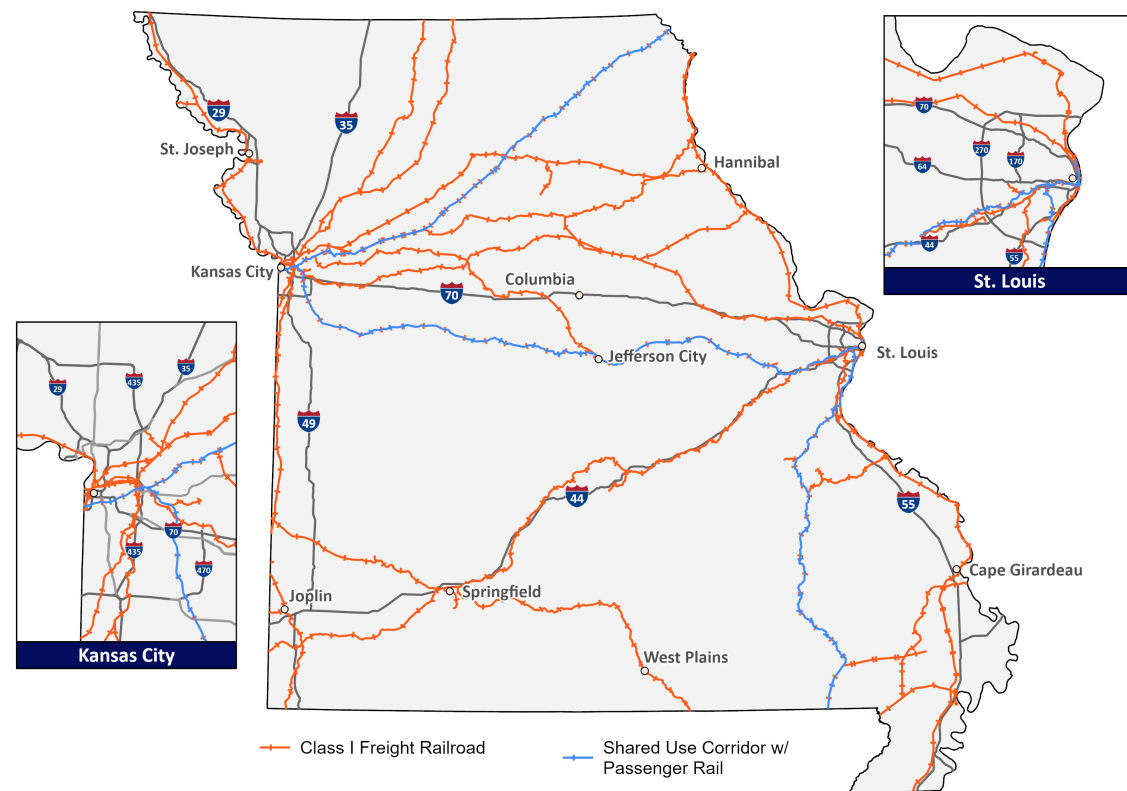


Source: GFT Analysis of FRA Crossing Inventory Data, 2025.

Shared-Use Corridors: Competing interest between freight and passenger rail can pose operational challenges along shared use corridors. Four passenger routes exist in Missouri: the Texas Eagle, Southwest Chief, Lincoln Service and the Missouri River Runner. Passenger rail generally requires strict on-time performance windows, which can constrain freight movement and reduce available capacity for heavier or slower trains. These operational restrictions increase the likelihood of service delays and can create chokepoints. **Figure 16** depicts shared-use rail corridors in Missouri.

- **Operational Challenges:** A number of unexpected operational challenges can also contribute to the presence of chokepoints. Delays at interchange points can occur when traffic volumes exceed the handling capacity of junctions. Railyards and intermodal facilities can become congested when inbound volumes exceed processing capacity. Other circumstances, such as documentation issues or misplaced railcars, can delay individual shipments.

Figure 16 – Shared-Use Rail Corridors



Source: FRA, 2025.

Safety

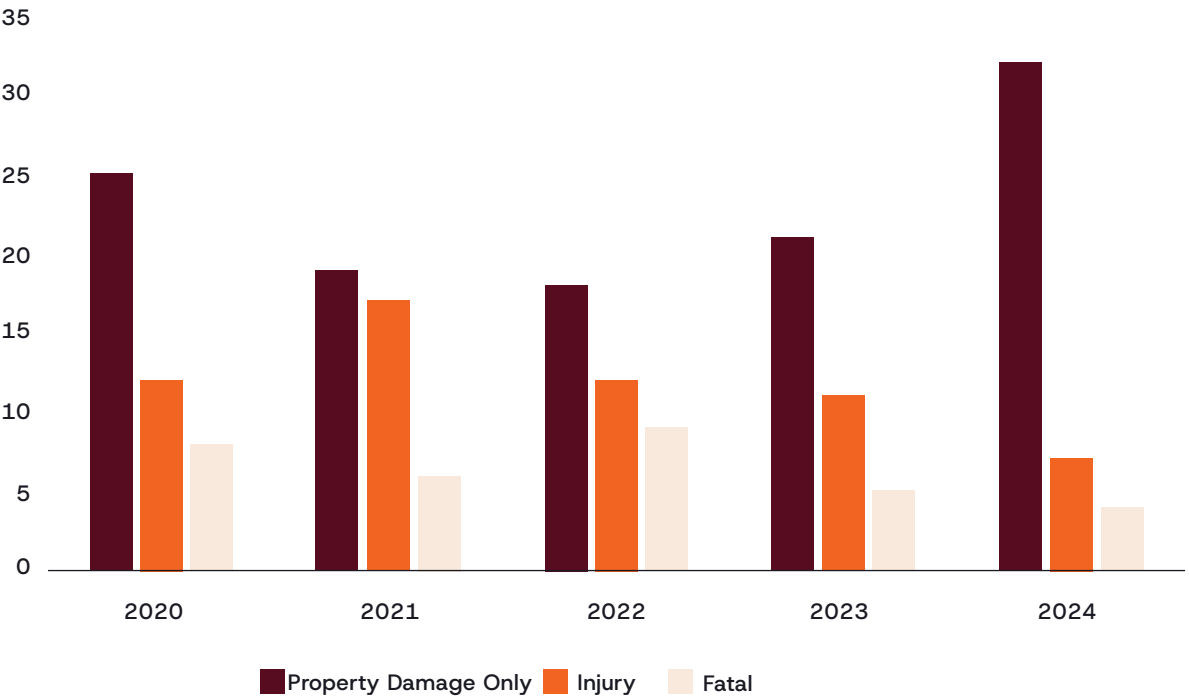
The safety of all who use Missouri's transportation network is MoDOT's number one priority. Rail safety performance is a critical factor in evaluating both operational reliability and public risk. System characteristics, such as the design and level of protection at grade crossings and public awareness about rail safety, directly influence outcomes. Active Grade Crossings have active warning and control devices, such as bells, flashing lights and gates, in addition to passive warning devices, such as crossbucks, yield or stop signs and pavement markings. Passive Grade Crossings have only passive warning devices. Active warning and control devices can help improve the safety of at-grade rail crossings and MoDOT strongly supports the installation of active warning systems at high-risk locations. However, conversations with Class III railroads indicate that limited financial resources to maintain the active warning system often prevent these short line operators from making necessary upgrades. As emphasized in rail safety discussions with Class I railroads, "the safest crossing is a closed crossing."¹⁴

Highway-rail at-grade crossings represent points of mode and user conflict carrying inherent risks, such as collisions, occupied crossings, trespassing and disrupted access to emergency services. The public reports when a train is blocking an at-grade crossing, revealing impacts to train arrivals, emergency access, public mobility or freight delivery. Since 2020, there have been 2,764 blocked-crossing reports in the state of Missouri. The majority of these incidents involved UP trains (60%), followed by BSNF (19%). Nearly 25% of these crossings were blocked anywhere from one hour to more than one day. While blocked crossings were lowest in 2020, likely due to a decrease in road users, a steep decrease of 73% was observed in blocked crossing reports since 2021, reflecting the collaborative focus of the railroads and MoDOT to identify solutions for this issue.

Missouri maintains 3,311 public at-grade highway-rail grade crossings, many of which are located on key freight corridors in both urban and rural areas. Over the past five years, there were a total of 59 injuries and 32 fatalities at at-grade crossings, as shown in **Figure 17**. In 2023, there were 11 injuries and 4 fatalities, a 14% decrease and 33% increase, respectively, from 2019. These numbers have remained consistent, except in 2022 when a truck collided with an Amtrak train at an at-grade crossing causing the train to derail and leading to 4 fatalities and 123 injuries.

¹⁴ GFT's Railroad Stakeholder Meeting Conversation, 2025.

Figure 17 – Public Highway–Rail Grade Crossings Incidents by Severity, 2020–2024



Source: MoDOT, 2025.

To mitigate safety concerns and improve outcomes, Missouri participates in a range of activities, including:

- **Missouri Highway-Rail Grade Crossing State Action Plan (SAP):** The SAP identifies highway-rail and pathway-rail grade crossings that have experienced recent incidents and identifies specific strategies for improving safety at grade crossings.
- **Education and Outreach:**
 - **Rail Safety Week:** Missouri promotes education and messaging about highway-rail safety during Rail Safety Week, an industry-led initiative focused on promoting rail safety during a dedicated week in June.
 - **Operation Lifesaver:** Missouri adopted the Operation Lifesaver program, a non-profit organization committed to preventing collisions, injuries and fatalities on railroad tracks and at highway-rail grade crossings. Missouri Operation Lifesaver promotes rail safety through public awareness campaigns and education initiatives.
- **Funding Programs:** MoDOT receives federal and state funding to support investments in

highway-rail grade crossing safety improvements through programs such as the Railway-Highway Crossing Program (Section 130) and the Grade Crossing Safety Account (GCSA). In 2023, Missouri allocated \$50 million from the general revenue fund to address passive rail crossings across the state.

Existing Performance Metrics

The condition and performance assessment of rail underscores the importance of Missouri’s freight and passenger rail system in supporting industry, safety and mobility. The performance metrics described in the Goals and Objectives Chapter will be used to assess the condition and performance of the rail freight system.

Ports and Waterways

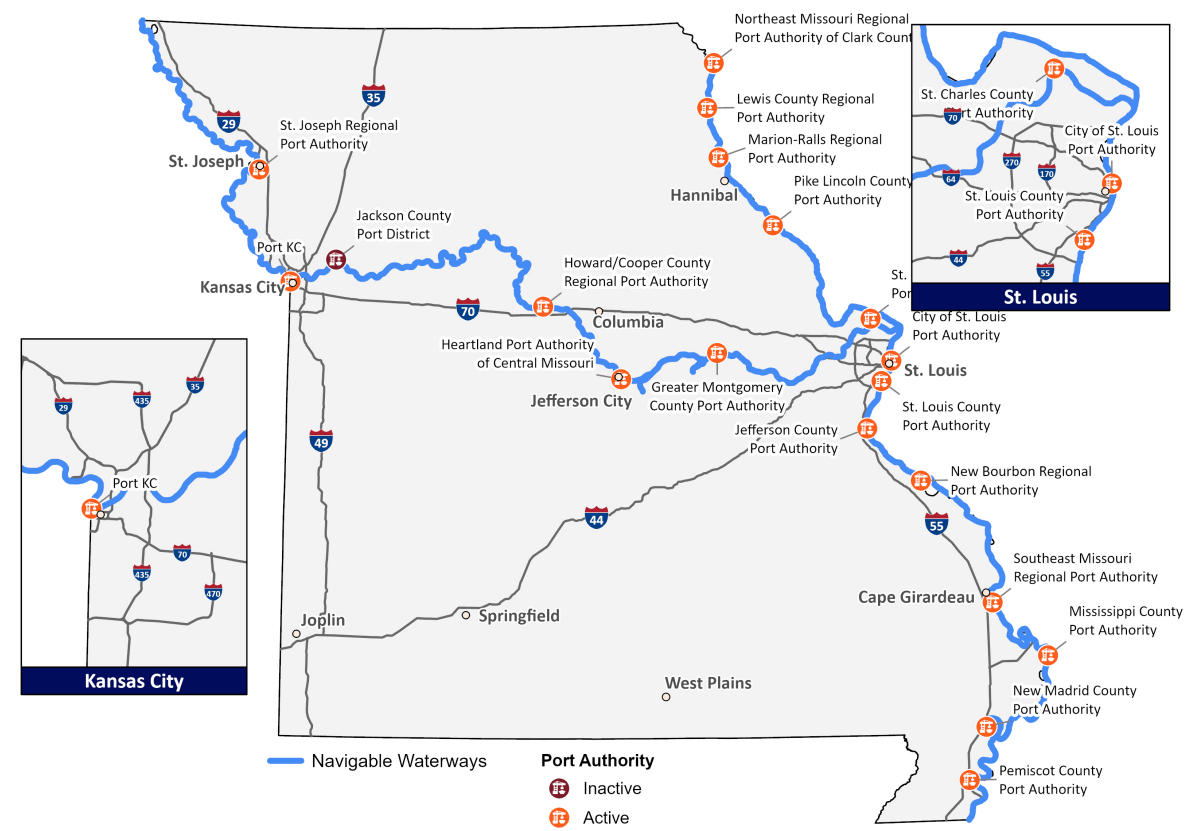
Missouri’s rivers provide a cost-effective and energy-efficient freight option, playing a role in reducing highway congestion by diverting heavy loads from roadways. This section reviews the condition of the state’s port and waterway system, key chokepoints, safety and regulatory issues and the adequacy of existing metrics to measure both the economic and systemwide benefits of waterborne freight.

Overview

An annual average of \$19.20 billion in cargo¹ is transported on waterways in or adjacent to Missouri. The state has 1,050 miles of navigable rivers, including almost 500 river miles of the Mississippi River and over 550 river miles of the Missouri River. Missouri statutes allow for the formation of port authorities. MoDOT’s waterways unit assists cities and counties in forming port authorities to foster local economic development. MoDOT also assists in capital and administrative funding for public port authorities, along with other technical assistance.

The 19 public port authorities and more than 200 private terminals moved 5% of the state’s total freight onto or off the Missouri and Mississippi Rivers, reducing the number of trucks on the roadways by more than 2 million. Missouri’s public port authority locations are shown in Figure 18.

Figure 18 – Missouri Public Port Authorities and Navigable Waterways



Source: Data from MoDOT, 2025.

Missouri has four nationally designated marine highways, which generally shadow the interstate highway system along the Mississippi and Missouri Rivers, as shown in **Figure 19**. Designated marine highways can receive preferential treatment for federal assistance from the U.S. Department of Transportation’s (USDOT’s) Maritime Administration (MARAD). The marine highway system has been designed to expand the use of the nation’s waterways to relieve congestion, reduce air emissions and generate other public benefits by increasing the efficiency of freight movement within the surface transportation system.

Marine highways serving Missouri include the following:

- M-29 consists of the Missouri River from Kansas City to Sioux City, Iowa.
- M-70 consists of the Missouri River from Kansas City to St. Louis.
- M-35 includes the Upper Mississippi River from the Twin Cities to St. Louis.
- M-55 includes the Illinois River from Chicago to St. Louis, then the entirety of the Mississippi River downriver (south) of St. Louis to the Gulf.

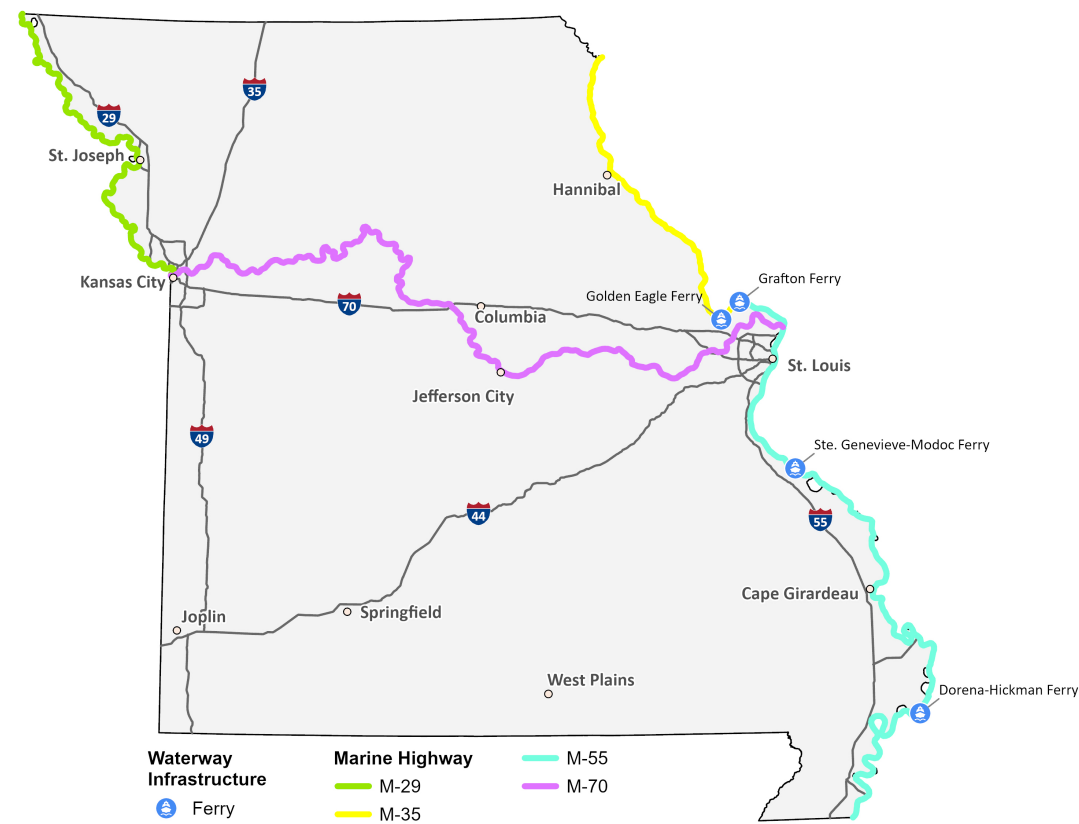
Figure 19 – U.S. Marine Highway Routes



Source: U.S. Maritime Administration (MARAD), U.S. Marine Highway Program Routes Map, 2025.

Missouri also has four toll ferry services that cross the Mississippi River: Golden Eagle, Grafton, Ste. Genevieve-Modoc and Dorena-Hickman. The Golden Eagle Ferry is privately owned and operated; the Grafton Ferry is privately operated with the landings maintained by St. Charles County (Missouri) and the City of Grafton (Illinois); the Ste. Genevieve-Modoc Ferry is privately operated, but it is owned by the New Bourbon Regional Port Authority (Missouri), with the Illinois Department of Transportation owning and maintaining the Illinois landing; the Dorena-Hickman Ferry is owned and operated by the Mississippi County Port Authority (Missouri). The locations of Missouri’s ferry services are shown in **Figure 20**. These ferries often transport freight trucks, reducing the number of miles traveled on the highways.

Figure 20 – Ferry Locations and U.S. Marine Highways in Missouri

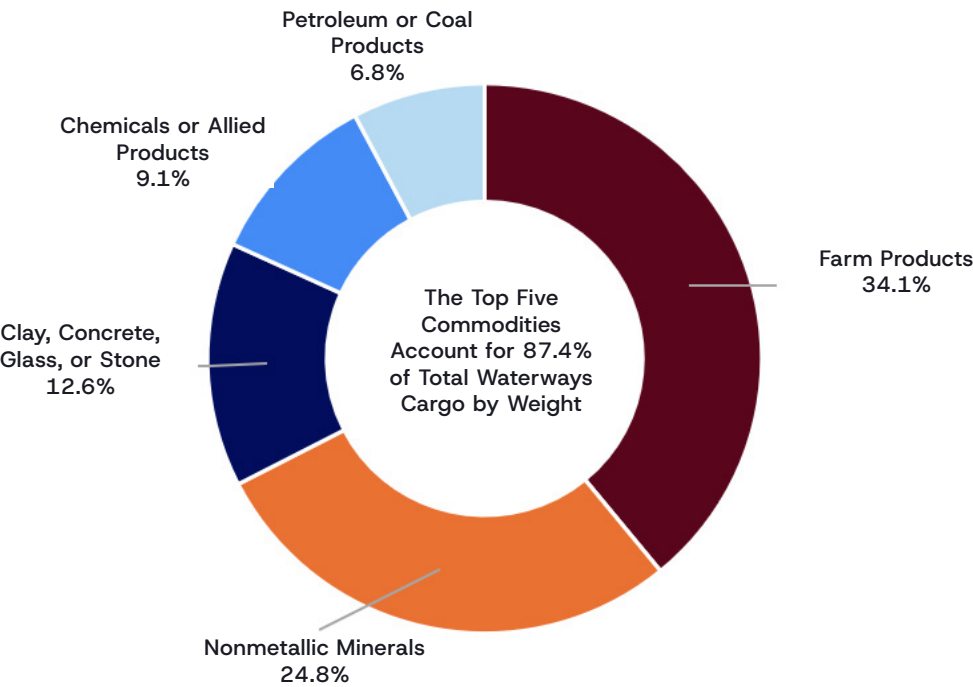


Source: MARAD, 2025; MoDOT, 2025.

Waterborne Freight

Commodities transported by barge on the Missouri River include agricultural products, fertilizers, petroleum products, road salt, aggregates and iron/steel. The top five commodities by tonnage (%) transported by barge on Missouri waterways are presented in **Figure 21**. The Mississippi River continues to be a key transportation option for a variety of agricultural products, as well as other bulk materials including aggregates, petroleum products, chemicals and building materials.

Figure 21 – Top Five Commodities by Weight (Percent) for Waterways, 2023



Source: GFT Analysis of Transearch Data, 2023.

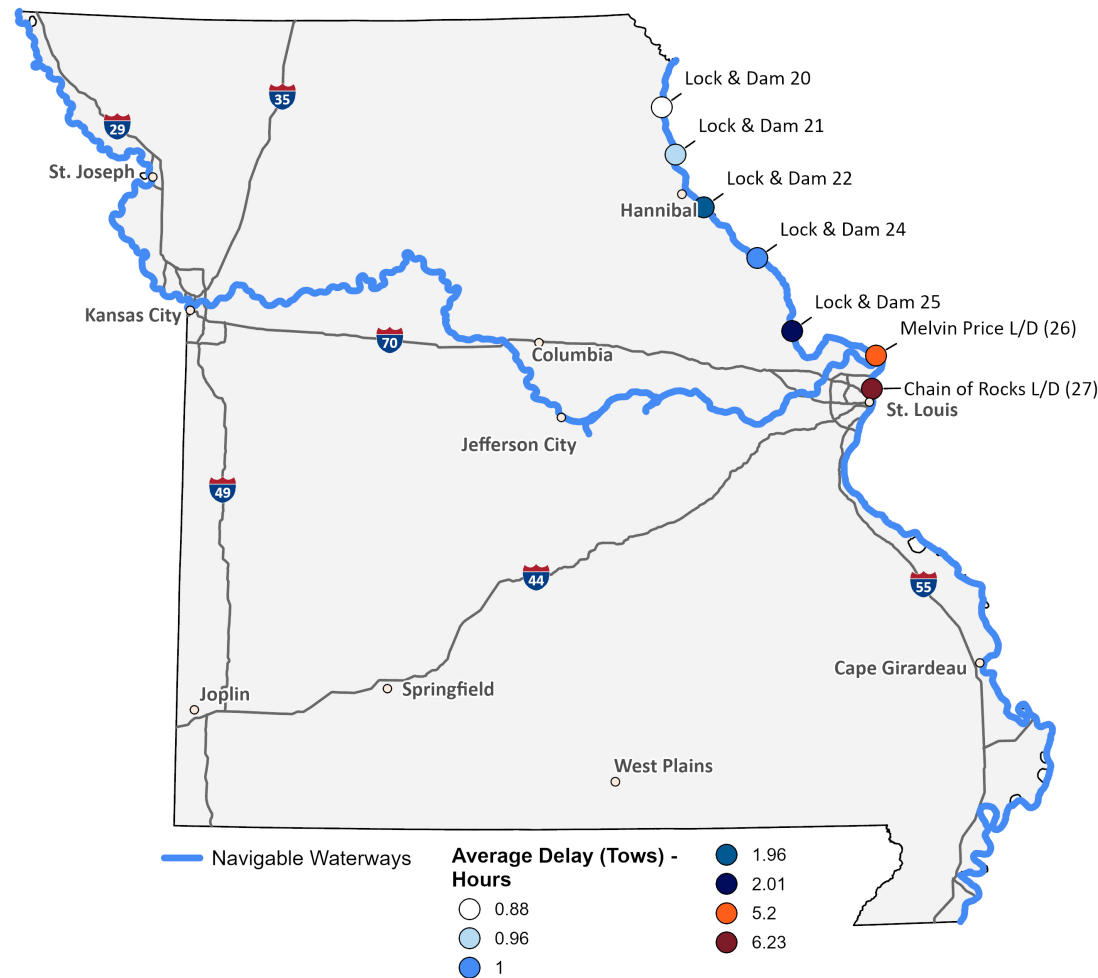
In 2023, 51.10 million tons of freight were moved on waterways through or adjacent to Missouri, of that, 32 million tons of freight originated on Missouri waterways. By 2043, Missouri waterways freight tonnage is forecast to increase to 58.60 million tons, which is a cumulative increase of 14.50% and a compounded annual growth rate of 0.7%. The value of this freight is expected to increase to \$22.60 billion by 2043, which is a cumulative increase of 17.50% over 2023 freight value. Note, this freight moves on Missouri waterways, but it does not necessarily originate or terminate at a Missouri public port or private river terminal.

Level of Service

The current average age of the seven Mississippi River locks/dams in Missouri is 77 years, or an average of 84 years when the newest lock/dam is excluded. With a design lifespan of 50 years, maintenance and repairs of the locks/dams have the potential to negatively impact barge freight mobility more frequently. When they occur, impacts are primarily in the form of delays in processing barge tows through the locks or the locks not being available at all for a period of time, either of which causes cargo owners to consider a modal shift to rail or truck.

For reference, a barge(s) and accompanying push boat are referred to as a “barge tow” in the industry. When a barge tow arrives at a lock, it is registered to the queue by the lock personnel. The USACE defines “delay” as the time a barge tow spends in the queue awaiting lockage. Based on USACE Lock Performance Monitoring System (LPMS) data, the average delay per barge tow in 2023 at each of the seven Mississippi River lock/dams in Missouri is shown in **Figure 22**.

Figure 22 – Lock Average Delay, 2023



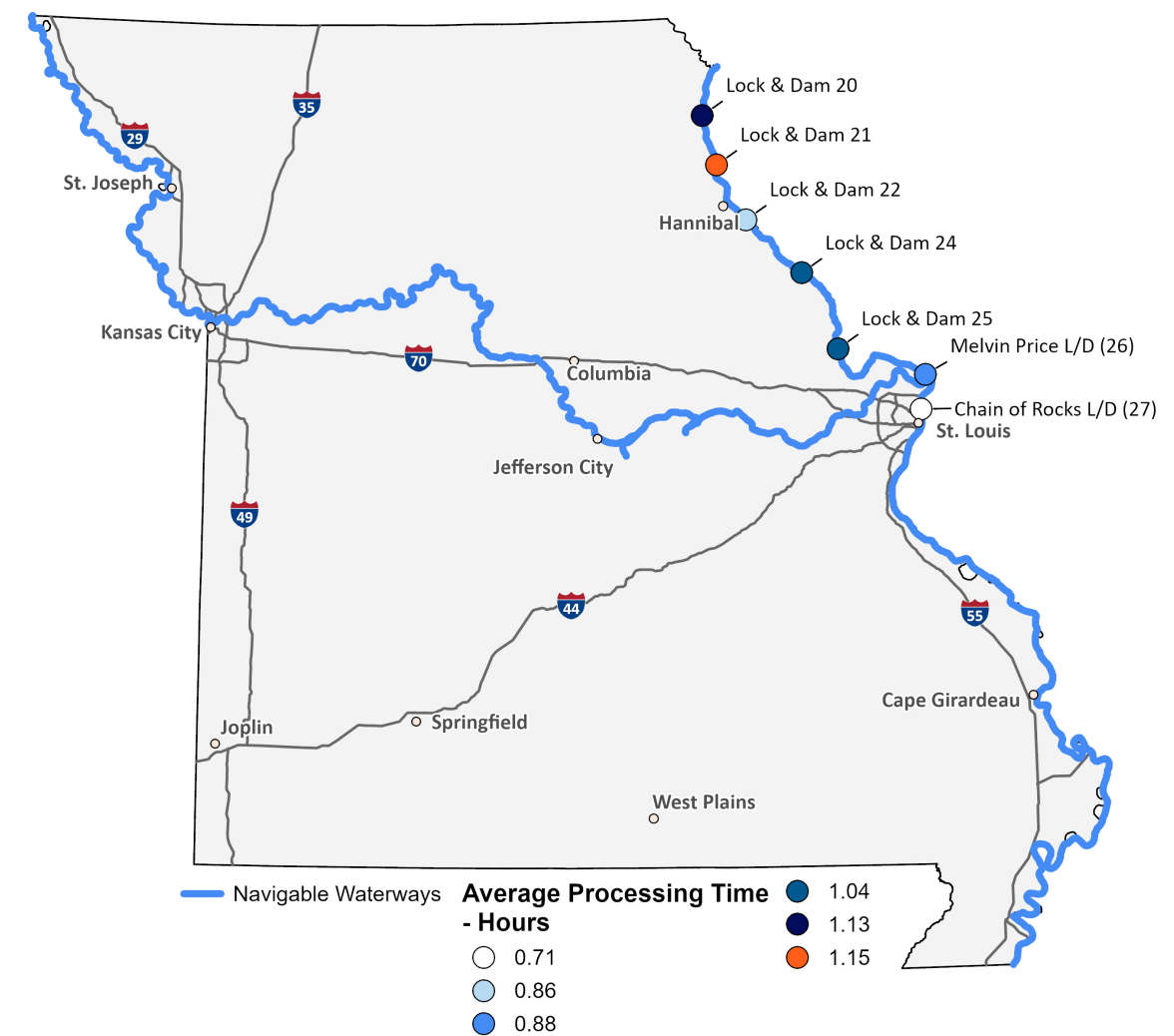
Source: USACE, Lock Performance Monitoring System (LPMS) Dataset, 2023.

As indicated, the average delay per barge tow is generally lower at upstream locks and higher at downstream locks. This is expected, as the downstream locks are effectively the bottlenecks of the system – all barge traffic with an origin upriver of St. Louis and a destination downriver of St. Louis (or vice versa) must pass through Locks and Dam 27, for example. As shown in **Figure 22**, the average delay per barge tow at Lock and Dams 20, 21 and 24 is about one

hour, Lock and Dams 22 and 25 is about two hours and Lock and Dams 26 and 27 is over five hours per barge tow.

Per USACE nomenclature, lock processing time starts when a barge tow reaches the front of the queue and begins the process of “locking through.” Processing time ends when a barge tow completes “locking through” and has completely exited the lock. Based on USACE data, the average processing time per barge tow in 2023 at each of the seven Mississippi River lock/dams in Missouri is shown in **Figure 23**. As indicated, all seven of the Missouri locks had an average processing time of about one hour per barge tow.

Figure 23 – Lock Average Processing Time, 2023



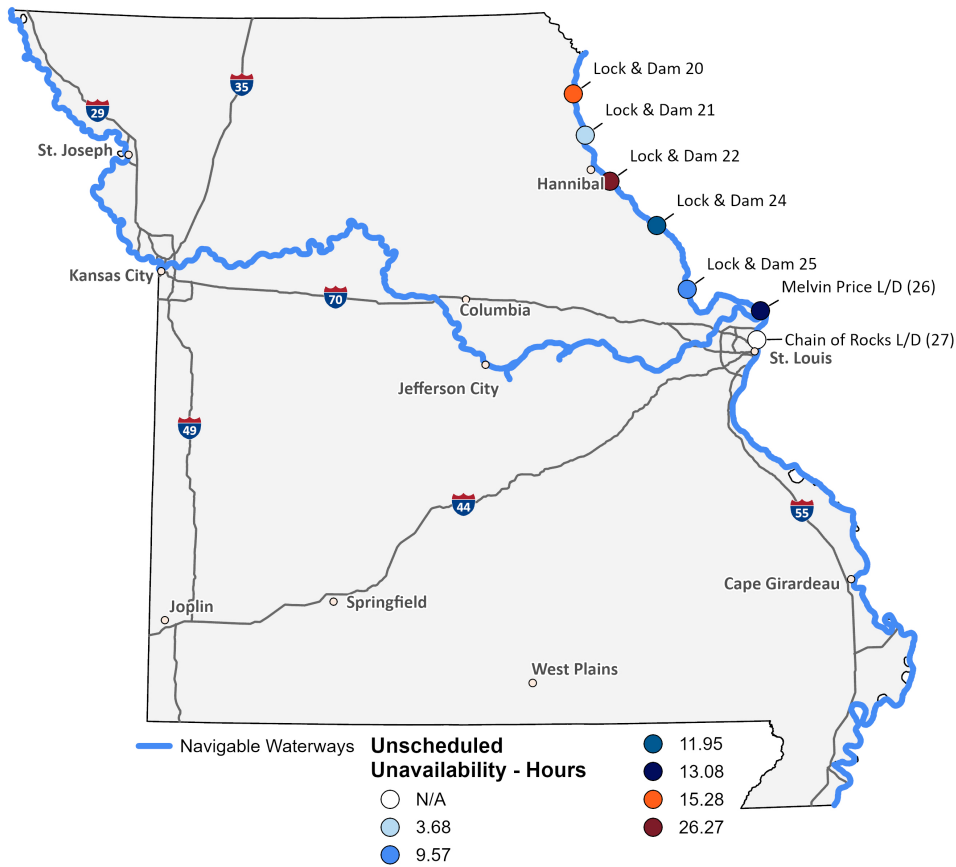
Source: USACE, LPMS Dataset, 2023.

In addition to the preceding lock performance metrics, the USACE also tracks the amount of time each lock is unavailable to process barge tows (i.e., the lock is shut down). Further, the USACE tracks both scheduled and unscheduled lock unavailability time.

Scheduled lock unavailable time generally corresponds to planned maintenance and/or proactive repairs. The USACE minimizes the impact of scheduled lock unavailable time by disseminating notice of planned outages to barge operators in advance, allowing barge operators to plan accordingly.

However, unscheduled lock unavailability can have significant negative impacts on barge operators and freight mobility. Based on USACE data, the average unscheduled unavailable time in 2023 at each of the seven Mississippi River locks/dams in Missouri is shown in **Figure 24**. Note, unscheduled unavailable time in 2023 for Lock and Dam 27 was not available from the USACE data. Unscheduled unavailable time in 2023 for the other six locks ranged from about 4 hours (Lock and Dam 21) to over 26 hours (Lock and Dam 22), with an average of about 13 hours.

Figure 24 – Unscheduled Lock Unavailable Time, 2023



Source: USACE, LPMS Dataset, 2023.

For reference and to add context to the unscheduled unavailability time, USACE Rock Island District locks in Missouri (Lock and Dams 20, 21 and 22) operate 24 hours per day, seven days per week during the navigation season, which is generally early March through early December and St. Louis District locks in Missouri (Lock and Dams 24, 25, 26 and 27) operate 24 hours per day, seven days per week year-round. Thus, considering the potential total operational hours, an average of about 13 hours of unscheduled unavailable time per lock is relatively low.

Extended periods of high or low river levels can have a significant negative impact on waterborne freight levels of service. During periods of high river levels, barge transportation can be impacted by vertical clearance reduction under bridges. More commonly, high river levels can also produce dangerous currents that may result in barge traffic being completely shut down for safety reasons by the USCG. During periods of low river levels, the navigation channel width and/or depth can be reduced. Narrowed channel width often results in narrower barge tows (i.e., fewer barges per tow) and reduced navigation channel depth often results in barges being light-loaded (i.e., loaded at less than full capacity) to reduce barge draft. Both scenarios, especially when barge tows must be both narrowed and light-loaded, result in reduced system efficiency.

Another issue that can have a significant negative impact on waterborne freight levels of service is sedimentation. Particularly during periods of high river levels, sediment can be deposited in the navigation channel and the slackwater harbors in which some of Missouri's ports operate on the Mississippi River. During subsequent periods of low river levels, the built-up sediment effectively decreases the navigation channel and/or slackwater harbor depth needed for normal barge operations.

For reference, a slackwater harbor is a natural or man-made harbor area that is typically perpendicular to a river and provides an operations area generally free from river current. To maintain adequate operational depth, particularly during periods of low river levels, slackwater harbors must be dredged periodically. Maintenance dredging is typically a large expenditure for slackwater harbor ports, but without it, barges cannot be filled to maximum capacity, thus decreasing efficiency and revenue for ports and/or their tenants. In extreme cases, a slackwater harbor can become completely inaccessible without maintenance dredging.

A similar scenario is realized when sediment build-up occurs within a river's navigation channel, resulting in the need for dredging. Again, without dredging sediment that has built up in the navigation channel, it may not be feasible to fill barges to maximum capacity, thus decreasing efficiency and revenue for ports and/or their tenants. In extreme cases, a shallow area within the navigation channel caused by sedimentation could completely shut down that portion of the river to navigation. The portion of the Missouri River that traverses Missouri, as well as the portion of the Mississippi River south of the St. Louis area, relies on river training

structures (dikes, revetments, etc.) to self-scour the navigation channel, maintain depths and minimize the need for dredging. For this reason, maintenance of the river training structures is essential to maintaining adequate navigation channel depth on the Missouri River and the portion of the Mississippi River downriver from the St. Louis area. Maintenance of river training structures and navigation channel depth/dredging is the responsibility of the USACE.

Bottlenecks/Chokepoints

The Mississippi River is free flowing with no locks and dams downriver (south) of St. Louis. Navigation on this portion of the river is generally free of the bottlenecks/chokepoints described above and typically only impacted negatively by periods of very high or very low river levels caused by flooding or drought, respectively. However, upriver of St. Louis, Mississippi River flow and navigation channel depth is regulated by a series of 29 locks and dams and as stated previously, seven of these locks and dams span the Missouri/Illinois border.

Per the USACE, each of the seven Mississippi River locks/dams in Missouri has one lock chamber that measures 600 feet long by 110 feet wide. Each of the two most downriver locks/dams (26 and 27) has a second lock chamber that measures 1,200 feet long by 110 feet wide, with the smaller lock chamber used as a backup during outages of the larger lock chambers. The engineering design of a second larger lock chamber is currently underway at the most downriver lock/dam that currently has only one smaller lock chamber (25). The locations and lock chamber lengths for the seven locks/dams in Missouri are shown in **Figure 25**. The smaller lock chambers limit the number of barges that can be processed during each lock cycle, forcing large barge tows to be broken apart, thus decreasing the efficiency of the system.



Source: MoDOT

Figure 25 – Lock/Dam Locations and Lock Chamber Lengths



Source: USACE Geospatial Open Data, Locks Dataset, 2025.

According to the USACE, five of the Mississippi River locks/dams in Missouri began operations between 1935 and 1940, one began operations in 1953 and the most recently constructed lock/dam of the seven (26) began operations in 1989. Considering all seven locks/dams in Missouri, as stated previously, the average age is 77 years, or an average of 84 years when the newest lock/dam is excluded. The design lifespan of the locks/dams is 50 years, so all but the newest are well beyond their expected lifespan.

Each of the seven Mississippi River locks/dams in Missouri represent potential bottlenecks. The smaller lock chambers at five of the locks/dams are currently considered bottlenecks and decrease waterway transportation system efficiency, because they limit the number of barges that can pass through the lock at one time. Further, due to the age of this infrastructure, all seven of the Mississippi River locks/dams in Missouri can also become chokepoints when unplanned repairs are required. These situations effectively shut down all navigation through whichever lock/dam requires repairs.

Similar to the portion of the Mississippi River downriver from St. Louis that is free of locks/dams, the portion of the Missouri River in Missouri is free of locks/dams and relies on river training structures (dikes, revetments, etc.) to maintain adequate depth in the navigation channel. For this reason, bottlenecks/chokepoints on the Missouri River in Missouri are typically only created by periods of very high or very low river levels caused by flooding or drought, respectively.

Safety

A review of available USCG data¹⁵ indicates only two incidents occurred on waterways in or adjacent to Missouri in the last two decades (2004 to 2024). Both incidents involved the loss of life of a barge crew member when they fell overboard into the Mississippi River while transiting a lock/dam. One incident occurred in 2022 at Lock/Dam 25 and the other incident occurred in 2023 at Lock/Dam 27. Although these incidents are tragic, the low total number of incidents indicates that barge transportation on the inland waterway system is relatively safe.

Existing Performance Metrics

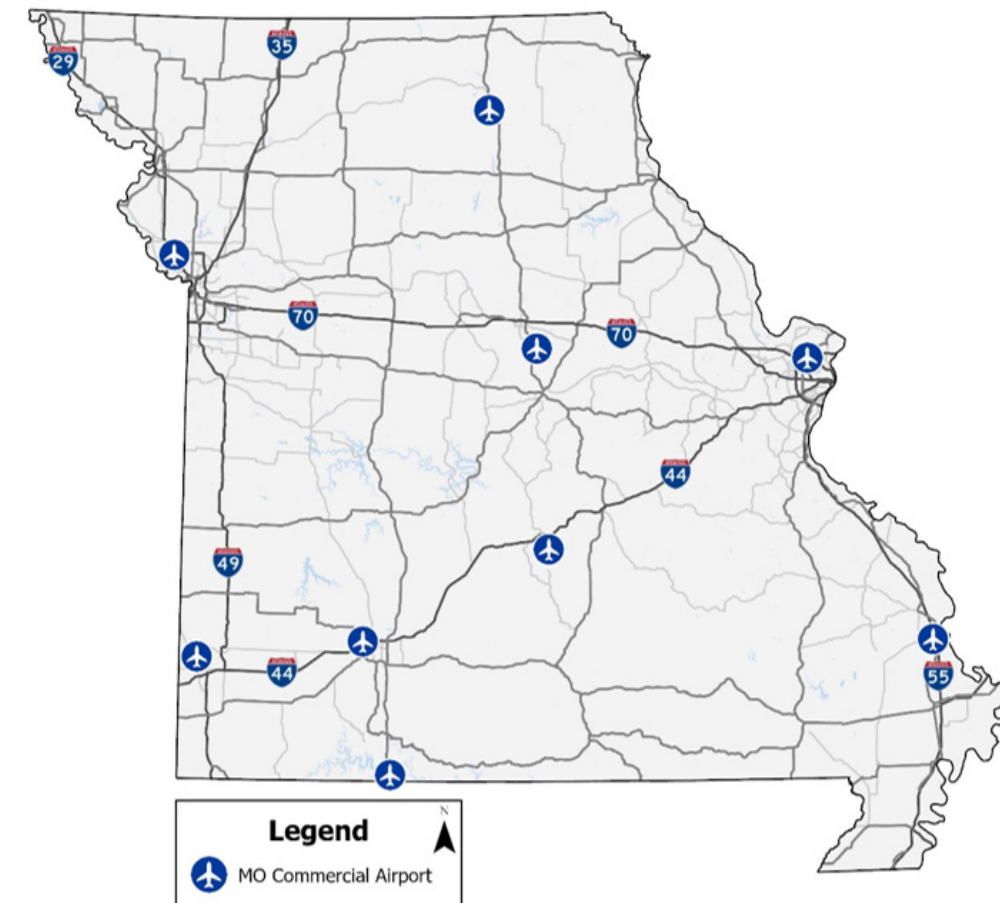
The ports and waterways condition and performance assessment highlights the value of ports and waterways in moving commodities efficiently and linking the state to global trade. The performance metrics described in **4.02 Truck Parking Technical Memorandum** will be used to assess the condition and performance of the waterborne freight system.

Aviation

Missouri's aviation system plays a strategic role in the state's freight network, moving relatively small volumes of cargo by weight but disproportionately high-value goods that support e-commerce, manufacturing and time-sensitive supply chains. Stakeholders emphasized that while aviation offers competitive advantages in speed and value, the sector continues to face infrastructure constraints, funding gaps and workforce shortages that influence overall performance. In assessing condition and performance, this section examines air cargo trends, key bottlenecks and safety considerations. The locations of Missouri's commercial airports are shown in **Figure 26**.

¹⁵ Data from USCG, "Marine Casualty Reports," accessed August 13, 2025, <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Office-of-Investigations-Casualty-Analysis/Marine-Casualty-Reports/>.

Figure 26 – Commerical Airports in Missouri



Source: MoDOT, 2025.

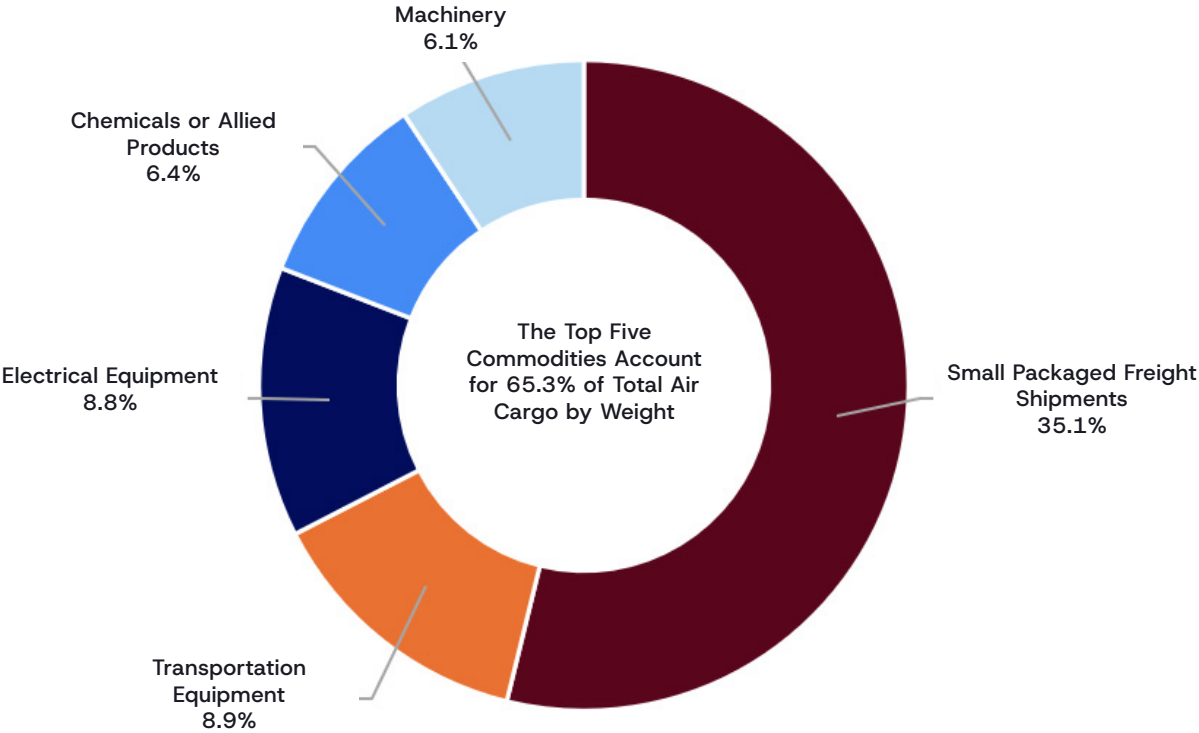
Air Cargo

Missouri has 120 public-use airports, with only three of those handling freight cargo. Missouri's three freight airports are Kansas City International Airport (MCI), St. Louis Lambert International Airport (STL) and Springfield-Branson National Airport (SGF), which combined support the transportation of over 400 million pounds of freight each year. STL, the region's primary cargo airport, moved 160 million pounds of cargo in 2023 for dedicated freight carriers such as UPS, FedEx, Amazon, DHL and more, as well as belly cargo moved on passenger airlines. In the same year, SGF moved 31.2 million pounds for dedicated daily freight carriers such as FedEx and UPS, whereas MCI moved 233.5 million pounds of total freight. MCI's primary cargo carriers also include FedEx, Amazon, UPS and DHL.

While the overall volume of freight moved by air in Missouri is relatively modest compared to other modes, it represents a disproportionately high value per ton. Understanding the types of goods that move by air provides additional insight into aviation's role in the multimodal system.

Figure 27 highlights the top five commodities carried by air, illustrating the concentration on high-value, time-sensitive products that depend on fast and reliable delivery.

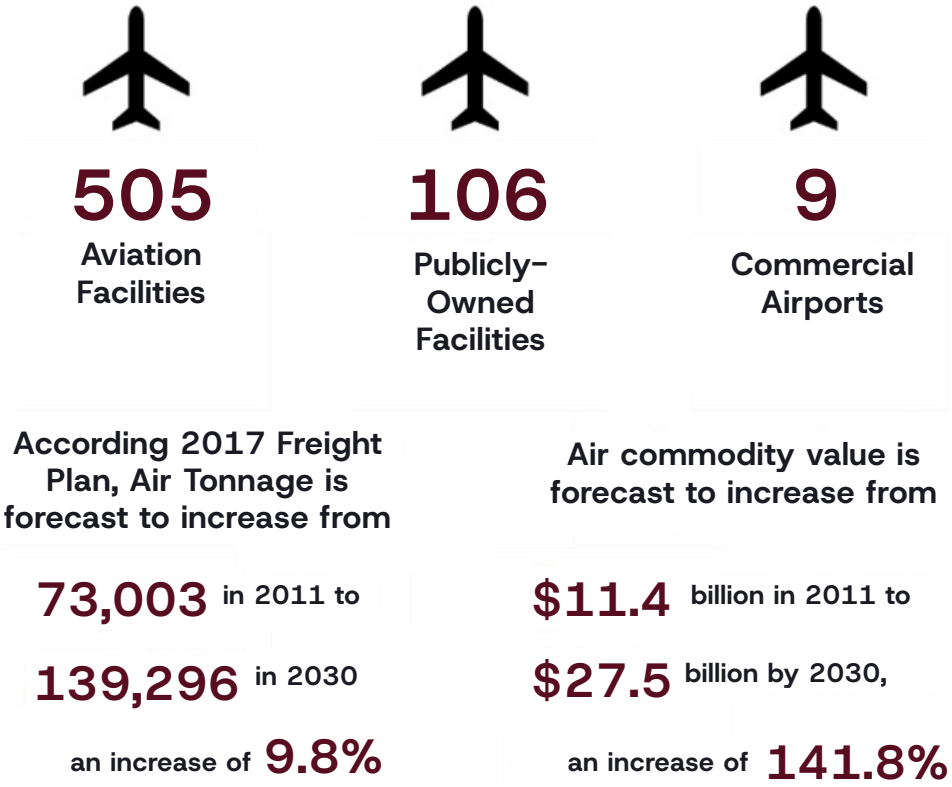
Figure 27 – Top Five Commodities by Weight (Percent) for Air Cargo, 2023



Source: GFT Analysis of Transearch Data, 2023.

As shown in **Figure 28**, according Transearch data, air tonnage is forecast to increase from 207,031 in 2023 to 280,244 in 2043, an increase of 35.40%. Moreover, air commodity value is forecast to increase from \$7.20 billion in 2023 to \$9.40 billion by 2043, an increase of 30.50%.

Figure 28 – Existing Facilities and Air Tonnage (2023) and Value Forecasts (2043)



Source: GFT Analysis of Transearch Data, 2023.

In 2023, SGF was ranked as the 123rd busiest airport in the U.S., STL ranked as 34th and MCI was ranked as 40th. On average, the Aviation program totals \$30-35 million per year. For fiscal year (FY) 2025, MoDOT received appropriations of \$98.10 million in federal funds and \$38.40 million in state funds to support rehabilitation and capital projects and improvements mostly focused on the general use airports, with the three cargo airports receiving funds directly from Federal Aviation Administration (FAA).

Air Cargo Bottlenecks

Although not considered bottlenecks in a traditional sense, Missouri's air cargo sector faces several infrastructure and funding-related bottlenecks that constrain growth. The most pressing challenges include aging cargo ramps in need of major reconstruction, cargo apron areas that are already nearing capacity and access limitations to connecting rail and truck facilities. While recent investments have supported improvements at some facilities, stakeholders emphasized that funding programs, such as FAA/Air Improvement Program (AIP), often prioritize passenger-related infrastructure over cargo needs, leaving gaps in support for freight-focused projects. These constraints highlight the need for additional investment in air cargo infrastructure to meet the growing demands of e-commerce, express delivery and belly cargo operations.

Safety

There have not been any crashes in Missouri associated with major passenger or air cargo carriers. Aviation safety measures, such as crash rates or statistics, are challenging to quantify. For example, many of the aircraft that fly over the state and have an emergency or incident are not based in Missouri. Additionally, an aircraft incident over Missouri does not necessarily reflect any infrastructure or service issues in the state.

Existing Performance Metrics

The aviation condition assessment highlights the statewide importance of airports in supporting passenger travel and freight movement. The performance metrics described in **4.02 Truck Parking Technical Memorandum** will be used to assess the condition and performance of the air freight system.



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Truck Parking

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Introduction

Trucks can operate anywhere there is a road, making them the most flexible means of transport in the nation’s supply chain. Trucks move more goods in Missouri than any other mode, with 55% of all goods moved by truck in 2023, increasing to 59% by 2043.

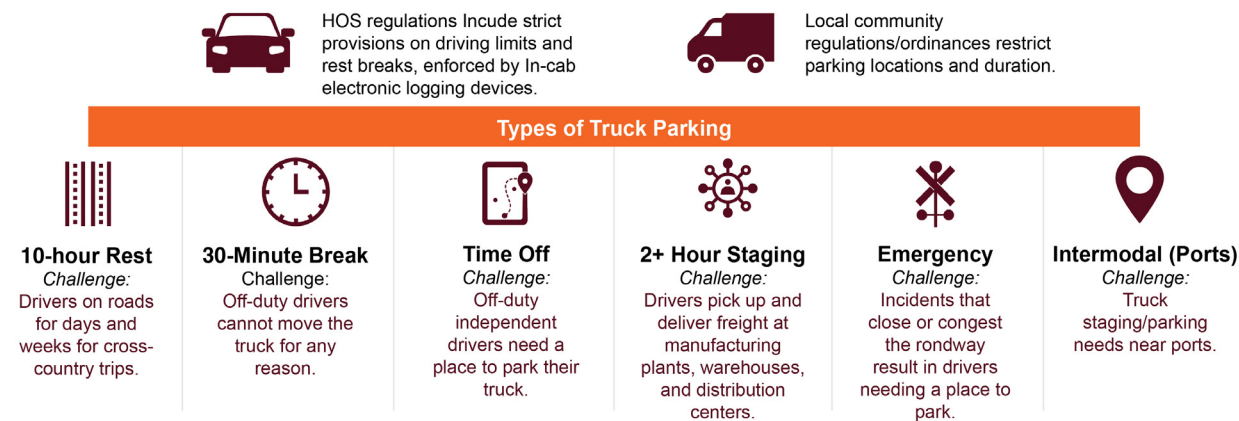
For an industry that is known for movement, it can be surprising that one of a truck driver's most critical tasks is finding a safe, convenient place to park for rest and breaks with only one dedicated parking space for every 11 trucks in the United States (U.S.), the demand for truck parking far exceeds the supply. To read the full analysis, see the **4.02 Truck Parking Technical Memorandum** and associated appendices.

Why Truck Parking is Needed:

Federal Hours of Service (HOS) regulations exist to prevent driver fatigue. They limit the time a driver can operate prior to mandatory rest periods. As a result, drivers often park well before their full hours are spent, foregoing productivity to remain in compliance, as shown in **Figure 1**.

State roadside accommodations and privately owned truck stops offer parking spaces, but drivers often find these locations filled beyond capacity. Some turn to parking on highway ramps and shoulders, local streets and other unauthorized locations.

Figure 1 – Common Reasons Truck Drivers Need to Park



Source: Modified from Texas Department of Transportation (TxDOT)¹

¹ TxDOT, "El Paso/Far West Texas Truck Parking Action Plan," accessed August 19, 2025, <https://www.txdot.gov/content/dam/docs/division/tpp/actionplan-truck-parking-el-paso-west-texas.pdf>.

Truck Parking Analysis

This study’s data-driven approach updates Missouri’s rural interstate truck parking supply and demand information. As seen in **Table 1**, 8,925 truck parking spaces were identified on Missouri’s rural interstate corridors and on U.S. Route 36.

Table 1 – Missouri’s Truck Parking Supply by Corridor, 2025

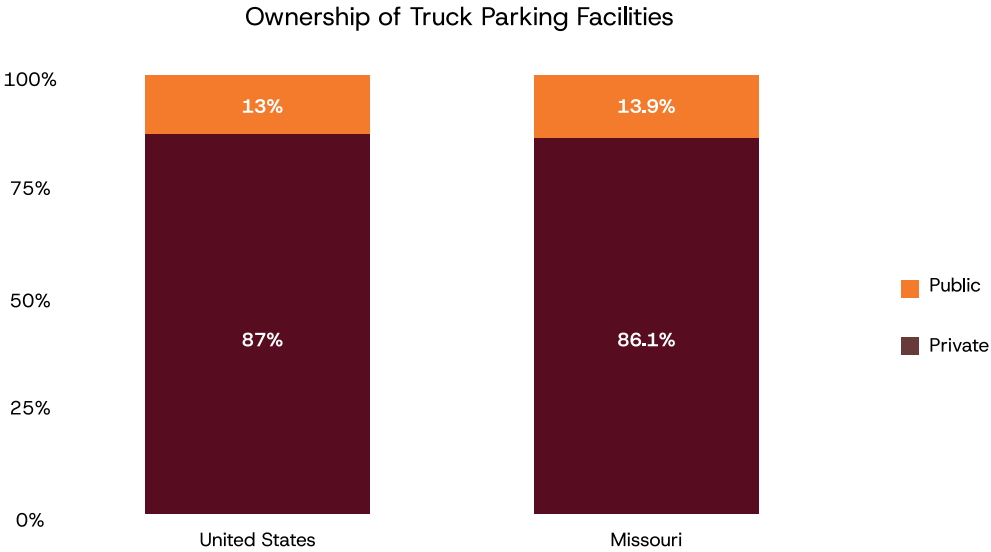
Corridor	Number of Truck Parking Facilities		Number of Truck Parking Spaces		 Total Truck Parking Spaces
	Public	Private	Public	Private	
I-29	7	10	169	450	
I-35	8	11	143	521	
I-44	12	23	375	2,592	
I-49	1	15	15	877	
I-55	8	19	255	1,150	
I-57	1	2	16	124	
I-70	10	20	250	1,961	
I-155	1	0	11	0	
U.S. 36	2	0	16	0	
TOTAL	50	100	1,250	7,675	8,925

Source: GFT Analysis of MoDOT Data and Truck Parking Websites and Applications, 2025.

Privately owned truck stops provide most of Missouri’s truck parking spaces. The public/private ownership split in Missouri mirrors the nationwide split. In the U.S., 87% of truck parking spaces are privately owned, while that figure for Missouri’s rural interstates is 86.1%, as shown in **Figure 2** and **Figure 3**.²

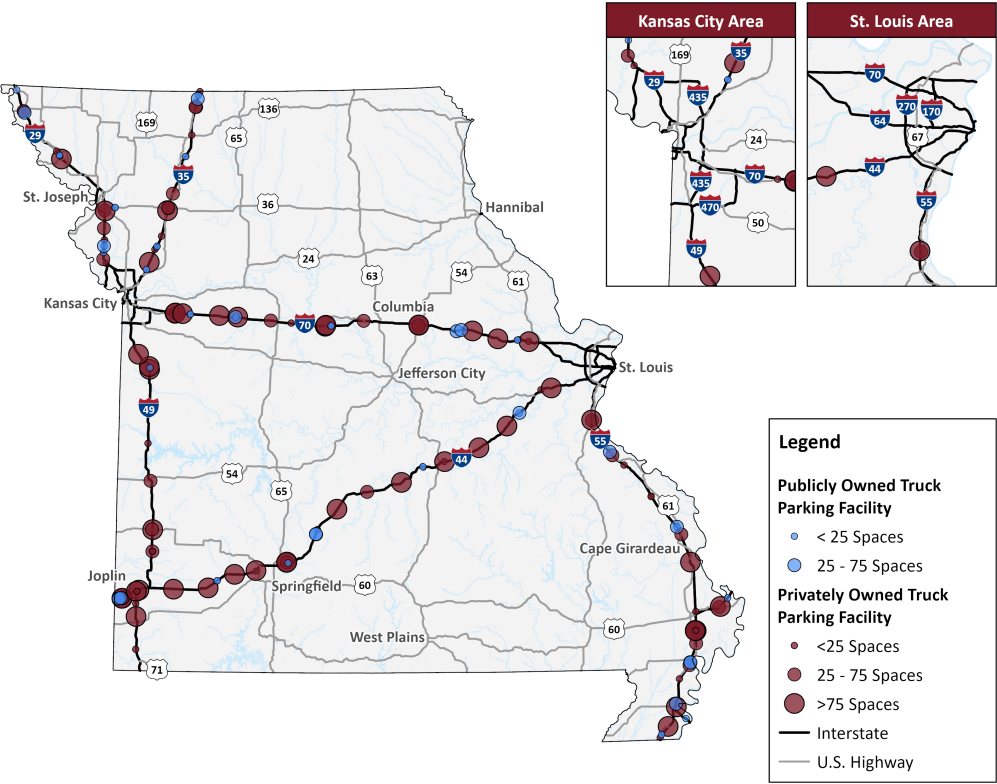
² Federal Highway Administration (FHWA), Office of Freight Management, "Jason's Law Commercial Motor Vehicle Parking Survey and Comparative Assessment," December 1, 2020, <https://www.txdot.gov/content/dam/docs/division/tpp/actionplan-truck-parking-el-paso-west-texas.pdf>.

Figure 2 – Ownership of Truck Parking Facilities in the United States and in Missouri



Source: FHWA; MoDOT, Truck Parking Websites and Applications; GFT Inventory Analysis, 2025.

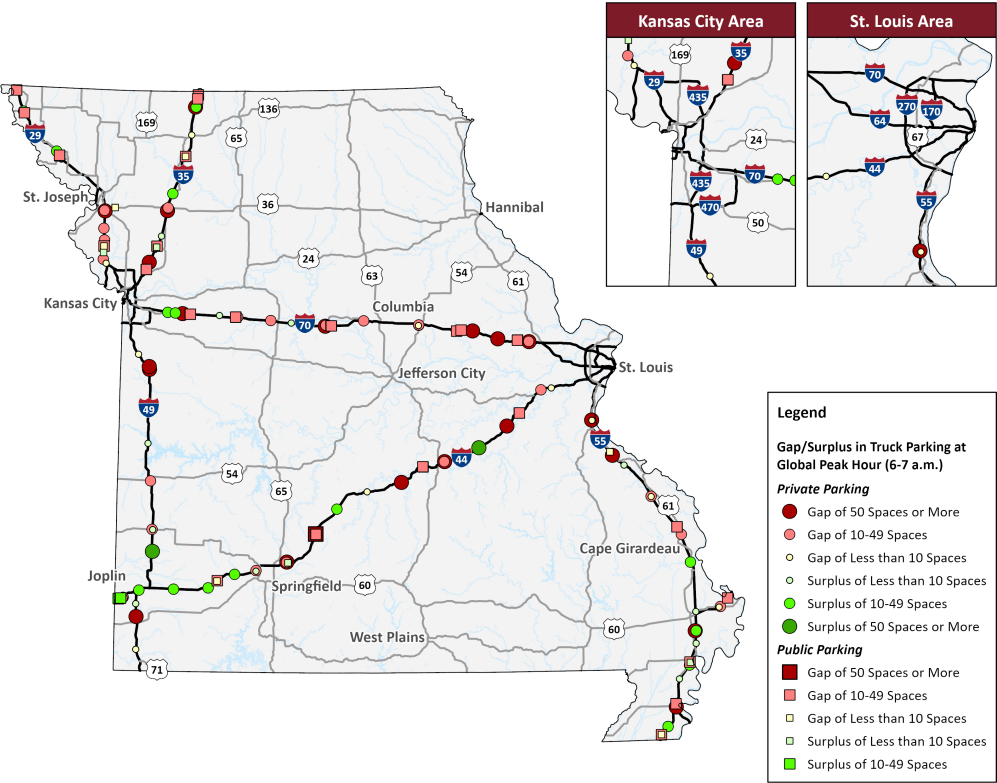
Figure 3 – Missouri’s Truck Parking Supply Locations and Spaces, 2024



Source: MoDOT, Truck Parking Websites and Applications; GFT Inventory Analysis; CDM Smith Demand Analysis, 2025.

In Missouri, truck parking demand exceeds supply between midnight and 11 a.m. The peak hour of demand is 6 to 7 a.m. As depicted in **Figure 4**, at this hour, 87.5% of public truck parking areas are at or exceed capacity. During the peak hour at private facilities, 61% are at or above capacity. Of I-70 private parking, 85% of lots are at least 90% full.

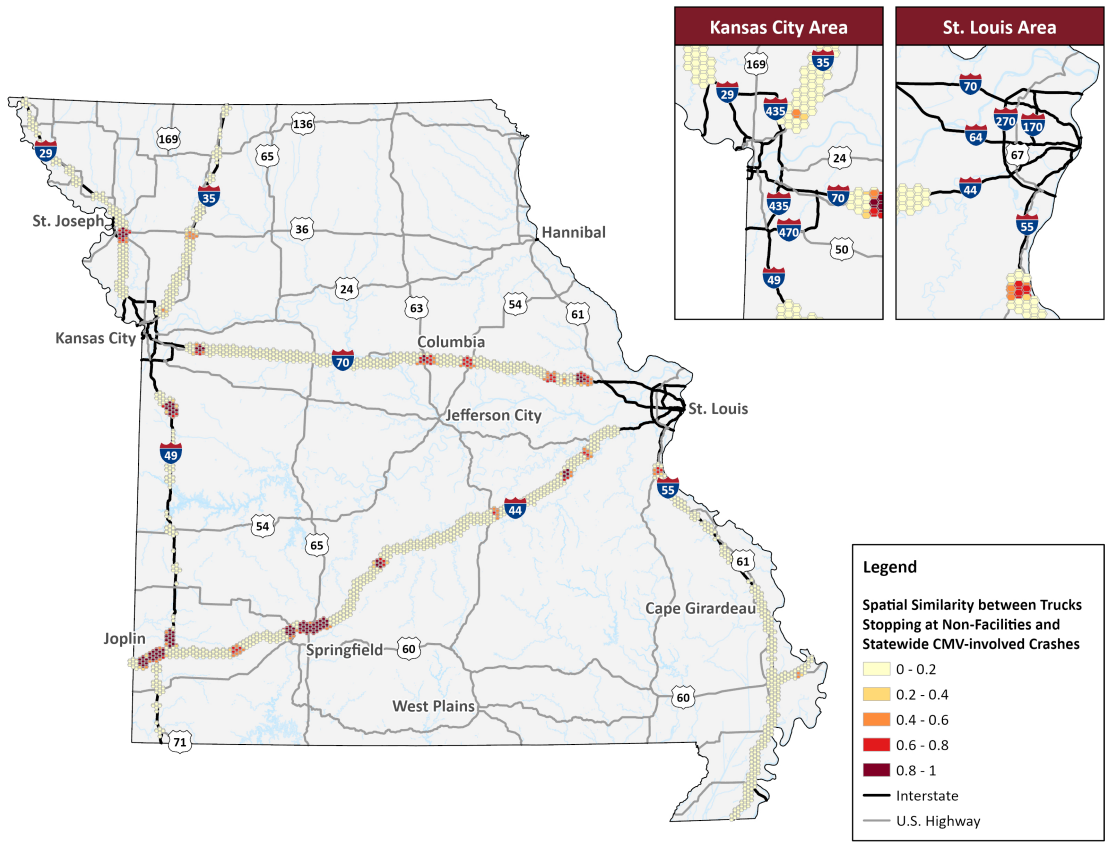
Figure 4 – Public and Private Truck Parking Global Peak Hour Gap and Surplus



Source: MoDOT, Truck Parking Websites and Applications; GFT Inventory Analysis, 2025; CDM Smith Demand Analysis, 2025.

Safety hotspots shown in **Figure 5**, are the result of comparing the sites of crashes involving commercial motor vehicles with the locations of often used, non-facility truck parking areas such as shoulders and ramps. Where the correlation is strong, additional truck parking supply has the potential to reduce fatigue, and parked truck-related crashes.

Figure 5 – Statewide Similarity of Non-Facility Parking Demand Hot Spots and 2020–2024 Commercial Motor Vehicle Involved Crash Hot Spots



Source: American Transportation Research Institute (ATRI), 2024; MoDOT Commercial Motor Vehicle (CMV) Involved Crash Data, 2020-2024; GFT Inventory Analysis; CDM Smith Demand Analysis, 2025.



Truck Parking Outreach

While data captures truck parking behavior, engaging with drivers broadens the understanding of truck parking issues. MoDOT connected with truck drivers through a web-based survey and spoke with drivers and industry experts to gather additional information and to confirm findings.



Trends Affecting Future Truck Parking

Increasing Freight Volumes

An increasing share of the growing freight volume forecasted for Missouri indicates parking supply gaps will also increase from 875 public spaces in 2024 to 1,450 spaces in 2050 and from 2,542 private spaces in 2024 to 5,010 spaces in 2050.

Connected and Autonomous Vehicles

Connected and Autonomous Vehicles (CV/AV) technologies are rapidly advancing in the private sector and research institutions. Benefits of connected vehicle technology include safety, reliability and mobility, modernization of infrastructure and sustainability through reduced idling and eco-friendly travel choices.

If CV/AVs grow to dominate highway freight, the ability to operate on a nearly 24-hour basis could reduce demand for traditional truck parking. However, experts say that day is many years away, due to remaining technological challenges, variation among states' laws and regulations and a forecasted growth in trucking demand that could require the use of both traditional and autonomous vehicles.

Truck Parking Management Systems

Making best use of the existing parking spaces is the aim of Truck Parking Information Management System (TPIMS) and Truck Parking Availability Systems (TPAS) efforts. Many states are piloting technology-based solutions. Some early TPIMS/TPAS adopter states identified issues related to reliability and long-term maintenance.

Missouri trucking industry stakeholders consistently noted a preference for a significant increase in the truck parking inventory prior to implementation of an electronic system. Until parking spaces are added, monitoring other states' efforts can help the Missouri Department of Transportation (MoDOT) find best practices and technologies, should it decide to commit to a TPIMS/TPAS system.

Regional Distribution and Nearshoring of Supply Chains

The explosive growth of e-commerce and supply chain disruptions attributed to the COVID-19 pandemic reshaped long-

established national and international trade patterns. Sourcing goods from Canada, Mexico, Central America, the Caribbean and South America combats risks associated with cultural variation and long transport times.

Mexico passed China as the largest U.S. trading partner in 2023.³

Missouri's central location helps attract logistical businesses. From Missouri, goods can arrive from and reach more than half of the continental U.S. in one day's drive. Most other states are reachable in less than two.⁴ As regional distribution centers rise, demand for staging parking near the facilities grows. Overnight parking is also in high demand as long-haul traffic moves through Missouri to and from international gateways at the

Canadian and Mexican borders and Gulf ports.

Cargo Theft in Trucking

The U.S. Department of Homeland Security estimates nationwide annual cargo theft losses of \$15-35 billion.⁵ Organized theft groups, criminal organizations that target freight carried by rail and truck, are responsible for the great majority of the loss.

Cargo is mainly exposed to theft during transit and handoffs like at warehouses, carrier terminals, parking lots and truck stops. Missouri is not a hotspot for cargo theft according to law enforcement officers and stakeholders contacted as part of this study. As cargo thieves are quick to adapt their methods, this might not remain the case.

³ U.S. Census Bureau, "Top Trading Partners – December 2023," accessed June 11, 2025, <https://www.census.gov/foreign-trade/statistics/highlights/top/top2312yr.html>.

⁴ Missouri Missouri Partnership, "Missouri is a Booming Epicenter of Commerce," accessed June 11, 2025, <https://missouripartnership.com/why-missouri/perfect-location/>.

⁵ U.S. Immigration and Customs Enforcement (ICE), "Operation Boiling Point," Last modified August 25, 2025, <https://www.ice.gov/about-ice/hsi/news/hsi-insider/op-boiling-point>.

Innovations to Address the Truck Parking Gap

Enterprising businesses are addressing the truck parking issue. These range from parking management companies monetizing some previously free parking spaces, to private landowners' creation of parking-only facilities, to third-party apps that allow drivers to crowd-share parking availability information.

Public-private partnerships also allow the public and private sectors to contribute their unique strengths to address the truck parking shortage. State DOTs or local government entities can provide land, regulatory support and initial funding for parking projects. Private companies bring innovation, management expertise and funding to the table.

Good lighting counters feelings of vulnerability. “If you don’t feel safe, you won’t rest well — and that affects performance.”

— Driver interview

Key Points

Staging needs are most critical in metropolitan areas, however industrial and logistical centers in rural Missouri draw significant commercial truck traffic.

Drivers and safety officers listed features and amenities they appreciate:

- Lighting for visibility and security
- Weather warning systems and shelters
- Angled, pull-in/pull-through parking
- Curb-free parking areas
- Vault toilets — when use frees funding for more truck parking spaces
- Maximized space especially, for truck parking and dedicated areas for large loads
- Promotion of weigh stations as parking areas
- Longer acceleration and deceleration lanes

- More truck parking in/near urban areas

Industry parking concerns include:

- Industrial areas and distribution centers with little or no parking within/nearby
- Mixed responses regarding TPIMS and TPAS

Best practices identified by these groups include:

- The Kentucky Transportation Cabinet’s “Rest Havens” at several weigh stations
- Indiana and Ohio’s thoughtfully rebuilt rest areas



Source: MoDOT



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Needs Assessment

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Introduction

Missouri’s role as a national freight crossroads makes it essential to evaluate both current freight conditions and the ability of the state’s multimodal system to meet future demand. Freight volumes are projected to grow significantly over the next two decades, shaped by shifts in commodity flows, emerging technologies and evolving supply chains. This growth presents both opportunities and challenges for Missouri’s highways, railroads, waterways and air cargo facilities.

The purpose of this section is to provide a comprehensive needs assessment and freight forecast that:



Establishes a baseline profile of current freight activity using 2023 Transearch data



Identifies projected freight flows through 2043, including modal trends and commodity shifts



Compares current system capacity to forecasted demand, highlighting infrastructure bottlenecks, regional pressures and at-risk corridors



Assesses emerging trends, such as e-commerce, near-shoring, connected and automated vehicles and energy transitions, that will influence Missouri’s future freight system



Links performance gaps and capacity constraints to the SFRP’s goals and objectives of promoting a Stewardship-driven, Safe, Prosperous, Reliable, Connected and Innovative freight system

This analysis serves as the foundation for identifying targeted investments and strategies to enable Missouri’s freight network to remain resilient, competitive and responsive to future economic growth. By understanding where the system is today, how it is projected to evolve and where pressures will emerge, Missouri can align its freight and rail strategies with both statewide priorities and national freight trends.

Current Freight Volumes

Missouri’s multimodal transportation system moved over 1.10 billion tons of freight in 2023, underscoring its role as a critical hub for regional, national and international supply chains. Understanding these current volumes are essential to assessing system performance and identifying future needs. The data presented in this section is derived from 2023 Transearch data to provide a comprehensive view of freight activity across the state.

The discussion is organized into subsections by mode: truck, rail, water and air. For each mode, tables summarize total inbound, outbound, intrastate and through volumes in terms of tonnage and value. Additional tables highlight the top five commodities transported by that mode, reported in two-digit Standard Transportation Commodity Codes (STCCs) to provide a consistent basis for comparison across commodity groups.

This current freight profile establishes the baseline conditions against which future growth projections and needs assessments are evaluated, providing insight into how each mode contributes to the overall performance of Missouri’s freight transportation system.

Highway

Highways carry most of Missouri’s freight in both value and tonnage, reflecting the state’s central location and extensive interstate network. **Table 1** and **Table 2** below summarize truck-based freight activity by movement type and identify the top five commodities transported by truck in 2023.

Table 1 – Missouri Highway Freight Movement, 2023

Freight Movement	Tons (000’s)	Value (\$M)
Inbound	94,976	128,417
Outbound	133,201	157,138
Throughput	297,929	627,950
Intrastate	98,213	53,302
Total	624,319	\$966,807

Source: GFT Analysis of Transearch Data, 2023.

Table 2 – Missouri Top Five Commodities Transported by Truck, 2023

Ranking	Commodity	Tons (000's)
1	Nonmetallic Minerals	156,338
2	Farm Products	115,769
3	Food or Kindred Products	89,230
4	Secondary Traffic	60,082
5	Petroleum or Coal Products	40,696

Source: GFT Analysis of Transearch Data, 2023.

Rail

Missouri’s freight rail system plays a vital role in moving bulk commodities such as coal, farm products and chemicals. **Table 3** and **Table 4** present 2023 rail volumes by movement type and highlight the top commodities supported by rail.

Table 3 – Missouri Rail Freight Movement, 2023

Freight Movement	Tons (000's)	Value (\$M)
Inbound	57,682	54,181
Outbound	32,609	48,967
Throughput	247,087	557,522
Intrastate	7,518	1,993
Total	344,897	662,663

Source: GFT Analysis of Transearch Data, 2023.

Table 4 – Missouri Top Five Commodities Transported, 2023

Ranking	Commodity	Tons (000's)
1	Coal	97,453
2	Farm Products	49,556
3	Chemicals or Allied Products	47,398
4	Food or Kindred Products	46,682
5	Misc Mixed Shipments	29,140

Source: GFT Analysis of Transearch Data, 2023.

Waterway

The Mississippi and Missouri Rivers continue to support barge movements of bulk commodities, particularly farm products and construction materials. Waterway volumes and top commodities for 2023 are shown below in **Table 5** and **Table 6**.

Table 5 – Missouri Waterway Freight Movement, 2023

Freight Movement	Tons (000's)	Value (\$M)
Inbound	5,857.90	4,603
Outbound	27,052.70	5,974
Throughput	13,250.60	8,388
Intrastate	4,988.80	255
Total	51,150	19,220

Source: GFT Analysis of Transearch Data, 2023.

Table 6 – Missouri Top Five Commodities Transported by Water, 2023

Ranking	Commodity	Tons (000's)
1	Farm Products	17,466
2	Nonmetallic Minerals	12,688
3	Clay, Concrete, Glass, or Stone	6,430
4	Chemicals or Allied Products	4,659
5	Petroleum or Coal Products	3,467

Source: GFT Analysis of Transearch Data, 2023.



Source: MoDOT

Air Cargo

Although representing a small share of total tonnage, air cargo supports the movement of high-value and time-sensitive goods. **Table 7** and **Table 8** below show Missouri's 2023 air cargo volumes and leading commodities.

Table 7 – Missouri Air Cargo Movement, 2023

Freight Movement	Tons (000's)	Value (\$M)
Inbound	106	3,620
Outbound	100	3,577
Throughput	0	1
Intrastate	1	48
Total	207	7,246

Source: GFT Analysis of Transearch Data, 2023.

Table 8 – Missouri Top Five Commodities Transported by Air, 2023

Ranking	Commodity	Tons (000's)
1	Small Packaged Freight Shipments	72.60
2	Transportation Equipment	18.40
3	Electrical Equipment	18.10
4	Chemicals or Allied Products	13.20
5	Machinery	12.60

Source: GFT Analysis of Transearch Data, 2023.

Future Freight Volumes

Looking ahead, Missouri’s multimodal transportation system is projected to handle nearly 1.30 billion tons of freight by 2043, reflecting continued growth in both traditional bulk commodities and higher-value manufactured goods. These forecasts, derived from Transearch data, provide insight into how freight demand is expected to evolve across modes and commodity groups over the next two decades.

As with the current freight volumes analysis, this section is organized into subsections by truck, rail, water and air. For each mode, tables present projects inbound, outbound, intrastate and through volumes in terms of tonnage and value. Additional tables highlight the top five commodities by mode in 2043, reported in two-digit STCCs to maintain comparability with current data.

These projections establish a forward-looking baseline for the needs assessment, highlighting where Missouri’s freight network will need to expand capacity, improve reliability and strengthen multimodal connections to support economic growth and maintain competitiveness in a changing marketplace.

Highway

Highways are projected to continue carrying most of Missouri’s freight by 2043, with growth driven by both bulk and manufactured goods. **Table 9** and **Table 10** below summarize projected truck freight activity and highlight the top five commodities by tonnage.

Table 9 – Projected Missouri 2043 Highway Freight Movement, 2023

Freight Movement	Tons (000’s)	Value (\$M)
Inbound	121,027	173,370
Outbound	157,886	204,740
Throughput	372,222	877,846
Intrastate	114,088	63,924
Total	765,223	1,319,880

Source: GFT Analysis of Transearch Data, 2023.

Table 10 – Projected Missouri 2043 Top Five Commodities Transported by Truck, 2023

Ranking	Commodity	Tons (000’s)
1	Nonmetallic Minerals	180,776
2	Farm Products	146,031
3	Food or Kindred Products	116,734
4	Secondary Traffic	74,019
5	Chemicals or Allied Products	43,928

Source: GFT Analysis of Transearch Data, 2023.

Rail

Rail freight in Missouri is expected to experience notable shifts, with declines in coal offset by growth in chemicals, food products and transportation equipment. **Table 11** and **Table 12** below present projected 2043 rail volumes and leading commodities.

Table 11 – Projected Missouri 2043 Rail Freight Movement, 2023

Freight Movement	Tons (000’s)	Value (\$M)
Inbound	37,487	76,817
Outbound	34,917	61,669
Throughput	280,634	781,316
Intrastate	2,879	2,323
Total	355,917	922,125

Source: GFT Analysis of Transearch Data, 2023.

Table 12 – Projected Missouri 2043 Top Five Commodities Transported by Rail, 2023

Ranking	Commodity	Tons (000's)
1	Chemicals or Allied Products	74,434
2	Food or Kindred Products	73,958
3	Farm Products	60,220
4	Misc Mixed Shipments	40,055
5	Transportation Equipment	20,512

Source: GFT Analysis of Transearch Data, 2023.

Waterway

Missouri’s inland waterways will remain essential for the movement of bulk commodities, especially farm products and nonmetallic minerals. **Table 13** and **Table 14** below show projected 2043 barge volumes and top commodities.

Table 13 – Projected 2043 Missouri Waterway Freight Movement, 2023

Freight Movement	Tons (000's)	Value (\$M)
Inbound	6,837	5,970
Outbound	34,120	8,085
Throughput	11,684	8,280
Intrastate	5,915	256
Total	58,558	22,591

Source: GFT Analysis of Transearch Data, 2023.

Table 14 – Projected Missouri 2043 Top Five Commodities Transported by Water, 2023

Ranking	Commodity	Tons (000's)
1	Farm Products	20,143
2	Nonmetallic Minerals	16,140
3	Chemicals or Allied Products	6,845
4	Clay, Concrete, Glass, or Stone	6,523
5	Petroleum or Coal Products	2,702

Source: GFT Analysis of Transearch Data, 2023.

Air

Air cargo volumes, while comparatively small in tonnage, are expected to grow in value as high-value, time-sensitive goods continue to expand. **Table 15** and **Table 16** present Missouri’s projected 2043 air freight activity and leading commodities.

Table 15 – Projected Missouri 2043 Air Cargo Movement, 2023

Freight Movement	Tons (000's)	Value (\$M)
Inbound	153	5,302
Outbound	125	4,076
Throughput	0	2
Intrastate	2	74
Total	280	9,454

Source: GFT Analysis of Transearch Data, 2023.

Table 16 – Projected Missouri 2043 Top Five Commodities Transported by Air, 2023

Ranking	Commodity	Tons (000's)
1	Small Packaged Freight Shipments	84
2	Transportation Equipment	27
3	Electrical Equipment	27
4	Instruments, Photo Equipment, Optical Equipment	25
5	Chemicals or Allied Products	21

Source: GFT Analysis of Transearch Data, 2023.

Emerging Trends

Missouri’s freight system will be shaped not only by projected growth in tonnage and value but also by several structural shifts in how goods are produced, distributed and consumed. These emerging trends will influence freight flows across all modes and require adaptive planning to enable the system to remain resilient and competitive.

E-Commerce and Last-Mile Delivery

The rapid growth of e-commerce is driving an increase in parcel shipments and fundamentally altering urban freight dynamics. Last-mile delivery has become a critical component of supply chains, placing new demands on local road networks and distribution facilities, particularly in metropolitan areas like St. Louis and Kansas City. Managing congestion, curb access and delivery efficiency will be key challenges.



Near Shoring and Regional Supply Chains

Global supply chain disruptions and rising transportation costs are accelerating the trend toward near-shoring and regional production. For Missouri, this shift could reshape inbound and outbound flows, with more intermediate goods and components moving within North America rather than overseas. Trade corridor patterns may adjust accordingly, reinforcing the importance of Missouri’s highway and rail connectivity to Mexico and Canada.

Connected and Autonomous Vehicles (CAVs)

Autonomous trucking is rapidly transitioning from pilot testing to active commercial deployment across the U.S. Several long-haul AV developers — including Aurora, Kodiak, Waymo and Plus — are now operating automated Class-8 tractors on major interstate corridors in Texas, Arizona, New Mexico, Colorado, Wyoming, Oklahoma and other Sun Belt states. These trucks are already traveling coast-to-coast routes that pass through Missouri, but due to current Missouri statute requiring a human driver behind the wheel, fully driverless operation cannot occur within state boundaries. As a result, AV-equipped trucks currently perform “state-line handoffs”, stopping at Missouri’s borders to switch to human drivers before continuing their route. This mirrors long-standing oversize/ overweight permitting practices where operators must comply with differing state-by-state regulations.

Despite common assumptions, AV tractors have performed reliably in harsh operating conditions, including snow, wind and reduced visibility — and avoid human overcorrection or fatigue-related deceleration. However, current technology and regulations limit autonomous operation to interstate corridors, meaning human drivers remain essential for first-mile and last-mile movements to ports, rail terminals, airports and distribution centers. Industry experts underscore that widespread AV adoption will actually increase the need for short-haul and regional drivers, particularly for the “last-leg” movements that AVs cannot complete autonomously. Additionally, remote-

operations centers, where trained staff can intervene digitally during unusual events, are becoming a critical workforce component, suggesting new job types that may emerge in Missouri.

Stakeholder outreach reinforced these trends and revealed additional AV-related considerations across modes. Rail operators described growing use of autonomous and semi-autonomous inspection systems, including drone-assisted inspections and automated geometry cars that reduce worker exposure and improve safety.

Port stakeholders noted early movement toward autonomous yard tractors and automated gate operations, reflecting a broader industry trend toward partial terminal automation.

Aviation representatives identified the potential for autonomous ground-service equipment in the future, particularly in cargo-handling environments. Trucking industry stakeholders emphasized that inconsistent work-zone layouts, irregular signage and constrained lane widths pose difficulties not only for human drivers but also for AV perception systems, highlighting the need for more uniform work-zone standards as automation expands. They also stressed that AV long-haul operations will likely shift freight patterns, requiring designated staging locations near urban freight hubs where AVs transition to human drivers. This aligns with national practice in AV-active states, where Department of Transportation (DOT) s are beginning to plan for driver-change facilities near key interchanges. Collectively,

stakeholder input suggests that autonomous technologies will shape workforce needs, last-mile logistics, infrastructure consistency and intermodal coordination across Missouri's freight network.

As AV deployment expands nationally, the most significant needs for Missouri are policy readiness, interagency coordination and the future establishment of driver transfer or staging locations near major freight markets. Other states advancing AV trucking have created governor-appointed task forces that include DOTs, highway patrol, emergency responders, insurers and AV operators to develop safety protocols, emergency response procedures and communications plans. Missouri will need similar coordination to prepare for AV integration while maintaining law enforcement familiarity, incident response procedures and public awareness. Because AV firms increasingly rely on remote operations personnel who can intervene digitally during unexpected events, Missouri may also see emerging workforce opportunities in remote driving assistance, safety monitoring and operations centers. As these technologies mature, freight operations along key routes like I-70 and I-44 will increasingly benefit from enhanced connectivity and automation.

Artificial Intelligence

Artificial Intelligence (AI) is rapidly transforming freight operations and transportation system management and Missouri stakeholders are beginning to adopt or explore these technologies across

multiple modes. During modal outreach, Class I railroads highlighted their growing use of AI-enabled safety systems, including acoustic wayside detectors, automated track inspection, wheel-profile analytics and predictive maintenance tools, technologies that reduce derailment risk and support Federal Railroad Administration (FRA)'s broader shift toward risk-based safety oversight. Aviation stakeholders expressed interest in AI for cargo-handling optimization, aircraft and equipment predictive maintenance and improved operational forecasting, particularly as mid-size airports expand their air cargo role. Ports and waterway operators noted opportunities to use AI for terminal yard management, crane scheduling, drone-based inspections and navigation forecasting during high-water events.

For highway freight operations, AI is increasingly used for incident detection, predictive analytics, work-zone monitoring and advanced routing, as documented by Federal Highway Administration (FHWA) and U.S. Department of Transportation (USDOT). Trucking industry stakeholders emphasized that travel-time unpredictability and inconsistent work-zone layouts create challenges for both human drivers and perception-based automated systems. They expressed interest in AI applications that improve construction-zone communication, freight visibility and corridor reliability. Integrating these capabilities into MoDOT's Transportation Management Center (TMC) could support faster incident response, enhance freight safety and strengthen travel-time reliability on critical corridors.

Over time, AI-enabled analytics will also improve MoDOT's ability to monitor freight performance, identify emerging bottlenecks and prioritize investments more effectively across the statewide network.

Commodity Shifts

Evolving commodity markets will also shape future freight volumes. Agricultural exports are expected to remain a cornerstone of Missouri's economy, while growth in advanced manufacturing, energy transitions and food processing will drive changes in mode choice and logistics patterns. Declines in coal and petroleum movements contrast with increases in higher-value goods such as chemicals, transportation equipment and refrigerated products.

Overall Freight Growth

By 2043, Transearch projects nearly 1.30 billion tons of freight moving through Missouri's multimodal system. Growth will not be uniform; truck freight is anticipated to capture the largest share of increases, while rail and water remain essential for bulk commodities. Sector-specific dynamics, particularly in manufacturing, distribution and agriculture, will define how this growth is distributed across modes and regions.

Together, these trends underscore the need for a flexible and future-ready freight system that can adapt to technological change, evolving supply chains and shifting commodity flows. Missouri's ability to respond proactively will be central to maintaining its role as a national freight crossroads.

Comparing Current System Performance to Future System

Performance measures provide Missouri with a critical lens for evaluating how today's multimodal freight system is functioning and where future demand will place additional pressure on capacity, safety and reliability. By benchmarking current volumes against projected 2043 freight flows, decision-makers can better understand how Missouri's system is positioned to meet the challenges of a growing and evolving freight economy.

The following subsections compare current system performance with expected future performance for highways, rail, waterways and air cargo. For each mode, Transearch tonnage and value projections are paired with the State Freight and Rail Plan (SFRP) goals and objectives to identify where performance gaps may emerge and what areas will require targeted investment. This comparison highlights both existing strengths and future vulnerabilities in Missouri's multimodal freight network.

Highway Freight: Current to Future Performance

Missouri maintains the seventh-largest state highway system in the nation, with more than 33,800 miles of roadway and over 10,000 bridges. Highways carry most of the freight in Missouri, approximately 55% of statewide tonnage in 2023. Pavement conditions remain relatively strong, with about 89% of major highways rated in good condition. However, recurring congestion, truck parking shortages and first-/last-mile bottlenecks continue to constrain efficiency. Metro areas remain primary freight congestion hotspots, with estimated statewide congestion costs reaching approximately \$630 million in 2023.

Highways are the backbone of Missouri's freight network, carrying over 624 million tons in 2023 and projected to grow to more than 765 million tons by 2043. Growth is expected across both bulk and manufactured goods, with significant increases in food products, farm products and secondary traffic. In response to growing freight and passenger demand, Missouri is making a historic investment in its highway system, including the addition of a third lane along I-70, which is expected to significantly improve capacity, reliability and safety on one of the state's most critical freight corridors.

Implications for Performance:

- **Reliable:** While the addition of a third lane along I-70 represents a historic investment that is expected to significantly improve corridor capacity and reliability, projected growth in truck volumes will continue to place pressure on key freight corridors. Even with the historic addition of a third lane along I-70. Bottlenecks are likely to persist at interchanges, urban approaches and other major routes such as I-44, requiring continued focus on system wide reliability.
- **Stewardship:** Higher freight tonnage will place additional strain on pavement and bridge conditions, increasing life-cycle maintenance costs.
- **Safe:** More truck activity, combined with last-mile delivery growth in urban areas, heightens safety risks for vulnerable road users.
- **Connected:** First- and last-mile connectivity to freight generators will be critical as demand grows.

Freight Rail: Current to Future Performance

Missouri hosts the 11th-largest rail network in the U.S., with about 3,800 miles of track served by five Class I railroads and 15 short lines. Rail moves roughly 30% of Missouri's freight by weight, anchored by the Kansas City and St. Louis hubs, two of the nation's most significant rail centers. Network conditions are generally strong, but chokepoints persist in urban areas where intermodal terminals, low-clearance bridges and at-grade crossings constrain efficiency. Missouri has more than 3,300 public crossings, posing ongoing safety risks despite declining blocked crossing incidents since 2021.

Rail carried nearly 345 million tons in 2023 and is projected to rise slightly to 356 million tons by 2043. The commodity mix, however, is expected to shift dramatically: coal tonnage will decline, while chemicals, food products and transportation equipment increase.

Implications for Performance:

- **Prosperous:** Rail's role in supporting Missouri's agricultural and manufacturing competitiveness continues as commodity flows shift.
- **Reliable:** Growth in higher-value freight requires ongoing investment in intermodal terminals and short-line resilience.
- **Innovative:** Rail carriers' deployment of advanced safety and scheduling technologies will maximize efficiency.

Waterway Freight: Current to Future Performance Missouri's 1,050 miles of navigable rivers and 18 public port authorities play a vital role in supporting agriculture and bulk commodity movement. In 2023, 51.10 million tons of freight moved by water. However, reliability is increasingly constrained by aging infrastructure, with locks and dams on the Mississippi River average more than 75 years old, with average delays at key locks ranging from one to five hours.

By 2043, tonnage on Missouri's waterways is projected to increase to nearly 59 million tons. Farm products and nonmetallic minerals will continue to dominate waterborne freight, underscoring the importance of maintaining channel depth and lock reliability to enable dependable barge operations.

Implications for Performance:

- **Stewardship:** Maintaining channel depth and lock reliability will be essential to supporting continued barge traffic.
- **Reliable:** Adapting infrastructure strategies to reduce weather-related disruptions to waterway reliability.
- **Connected:** Strengthening intermodal links at ports will help waterways complement rail and truck freight, particularly in serving export markets.

Air Cargo: Current to Future Performance

Air cargo serves a specialized but high-value segment of Missouri's freight economy. Major operations are concentrated at St. Louis Lambert International (STL), Kansas City International (MCI) and Springfield-Branson National (SGF), with several regional airports supporting cargo movement. In 2023, air freight totaled approximately 207,000 tons valued at \$7.20 billion. The system is not significantly constrained by infrastructure conditions but remains sensitive to demand fluctuations and broader supply chain dynamics.



Source: MoDOT

Summary

Comparing current and future freight volumes across all modes underscores Missouri's role as a multimodal freight hub and highlights the pressures that will mount as nearly 1.30 billion tons of goods move through the state by 2043. Highways will continue to bear the brunt of growth, rail will evolve with changing commodity markets, waterways will remain vital for bulk exports and air cargo will expand as a high-value niche.

By 2043, air cargo is projected to increase to 280,000 tons valued at \$9.50 billion — a 35% increase in tonnage and nearly one-third increase in value.

Implications for Performance:

- **Prosperous:** Growth in e-commerce and high-value goods strengthens Missouri's role in global supply chains, particularly near St. Louis Lambert International and Kansas City International airports.
- **Connected:** Stronger ground access to airports will be necessary to enable seamless multimodal freight movement.
- **Innovative:** Integration of automation, advanced logistics hubs and improved airside facilities will be key to meeting future demand.

Tying these changes back to the SFRP goals and objectives emphasizes the need for Missouri to:

- Invest in reliability by addressing highway bottlenecks and strengthening multimodal resilience.
- Advance stewardship through proactive maintenance and sustainable infrastructure strategies.
- Promote safety for both heavy truck corridors and vulnerable users in urban freight environments.

- Support a prosperous economy by adapting to commodity shifts and capitalizing on high-value logistics sectors.
- Strengthen connectivity across first-/last-mile freight links, ports and airports.
- Pursue innovation through technology adoption and funding strategies that support long-term competitiveness.

Comparison of System Capacity to Forecasted Volumes

Missouri's multimodal freight system is projected to handle nearly 1.30 billion tons of freight by 2043, a 14% increase over 2023 levels. While this growth underscores the state's importance as a national freight hub, it also highlights areas where system capacity may not keep pace with future demand. The

following subsections identify gaps between current performance and forecasted volumes, focusing on modal capacity constraints, regional infrastructure needs and risk areas where bottlenecks or underperformance are most likely.

Gaps Between Current Performance and Future Demand

Highways:

- Truck volumes are projected to increase by more than 140 million tons between 2023 and 2043, amplifying pressure on Missouri's interstate corridors, especially I-70, I-44, I-435, I-29, I-55, I-35 I-49 and I-270.
- Existing bottlenecks in Kansas City, St. Louis and Springfield will worsen, threatening reliability and safety.
- First-/last-mile connections around distribution hubs will become more strained by growth in e-commerce and parcel shipments, risking gaps in connected objectives.

Rail:

- Shifting commodity patterns—from coal to chemicals, food products and transportation equipment—will place new demands on intermodal capacity.

Aging short line infrastructure may prevent railroads from handling heavier axle loads or growing agricultural exports without investment, creating a stewardship gap.

Waterways

- Channel maintenance and lock/dam reliability will determine system performance, even though projected tonnage growth is modest.
- Weather variability introduces risk to navigation reliability, potentially undercutting Missouri’s competitive advantage in barge transport.

Air

- Capacity at major airports may be adequate for projected tonnage, but ground access, warehouse space and cargo handling facilities could be limiting factors.
- Growth in small-package freight will stress connected objectives unless roadway and distribution access improvements are made.

Modal Capacity Constraints

- **Highways:** Without capacity expansion or demand management, congestion on I-70 and I-44 corridors is likely to reduce reliability and increase costs for shippers.
- **Rail:** Intermodal terminal capacity (e.g., Kansas City) may not be sufficient for projected growth in manufactured goods.
- **Waterways:** Infrastructure reliability (locks, levees, dredging) remains a constraint, particularly during extreme weather events.
- **Air:** Cargo handling and logistics integration, rather than runway capacity, represent the main constraint for Missouri’s air freight system.

Infrastructure Needs by Region

- **St. Louis Region:** Key interstate bottlenecks, Mississippi River navigation reliability and urban last-mile delivery pressures should be primary focus.
- **Kansas City Region:** Intermodal rail hubs and interstate congestion points are critical to future freight reliability.
- **Southwest Missouri (Springfield/Joplin):** Growth along I-44 freight corridor requires targeted capacity and safety enhancements.
- **Rural Corridors:** Short line rail and rural highway connections will need investment to maintain access to agricultural markets.

Risk Areas and Bottlenecks

- **Urban vs. Rural Stress:** Urban areas will face congestion and safety pressures from truck and parcel growth, while rural areas risk underinvestment in short line railroads, bridges and two-lane freight routes.
- **Key Corridors at Risk:**
 - **I-70:** Projected truck volume growth will continue to place pressure on one of the state’s most heavily traveled freight corridors. While the addition of a third lane is expected to significantly improve capacity and reliability along I-70, long-term growth in freight demand and interchange activity may continue to influence performance, particularly near urban areas.
 - **I-44:** Growth in farm products and manufactured goods will test capacity and safety performance.
 - **Mississippi River navigation:** Lock and dam reliability remains a single point of failure for barge traffic.
 - **Kansas City and St. Louis intermodal facilities:** Terminal capacity may fall behind demand for trail-truck transfers.

Summary

Missouri’s freight network is well-positioned to handle projected growth overall, but without strategic investments, several gaps will emerge between system capacity and forecasted demand. Highways face the greatest challenges, with rail, waterways

and air cargo also requiring targeted upgrades to maintain reliability, safety and competitiveness. Identifying and addressing these gaps will be essential to achieving the SFRP goals of a prosperous, reliable and connected multimodal freight system.

Summary of Findings

Missouri's multimodal freight system is a cornerstone of the state's economy, moving over 1.10 billion tons of freight in 2023 and projected to handle nearly 1.30 billion tons by 2043. Growth will be driven by both bulk commodities, such as farm products and nonmetallic minerals, and higher-value manufactured goods, including chemicals, transportation equipment, and small packaged freight.

Each mode will face distinct challenges:

- Highways will continue to carry the majority of freight. Major investments, including the addition of a third lane along I-70, are expected to improve capacity and reliability; however, rising truck volumes and growth on other key corridors such as I-44 will continue to challenge systemwide performance. [LW5.1][MC5.2]
- Rail will experience a commodity shift from coal to higher-value products, with potential strain on short lines and intermodal hubs.
- Waterways will remain vital for agricultural exports but are dependent on resilient lock, dam, and channel infrastructure.
- Air Cargo, though small in tonnage, will grow in value, stressing distribution facilities and first-/last-mile access.

Emerging trends such as e-commerce, regional supply chain shifts, connected and automated vehicle adoption, and changing commodity markets will further reshape Missouri's freight landscape.

Implications for Freight and Rail Investment Strategies

These findings have direct implications for how Missouri should prioritize freight and rail investments over the next two decades:

- Highways: Invest in capacity, safety, and reliability improvements on critical freight corridors (I-70, I-44, I-55, and I-35), while addressing urban congestion and first-/last-mile delivery challenges.
- Rail: Modernize short line rail infrastructure, expand intermodal capacity in Kansas City and St. Louis, and support projects that align with commodity shifts toward chemicals, food products, and advanced manufacturing.
- Waterways: Support investments in navigation reliability, including dredging, lock and dam maintenance, and climate resilience, to protect Missouri's position in agricultural exports.
- Air cargo: Enhance ground access, cargo handling capacity, and logistics integration at key airports to accommodate growing demand for time-sensitive, high-value shipments.
- Multimodal connections: Strengthen intermodal hubs and first-/last-mile freight connections to promote efficiency and resiliency across the network.

In line with the SFRP goals of being prosperous, reliable, connected and innovative, Missouri's investment strategies should focus not only on maintaining a state of good repair but also on preparing the freight system to adapt to changing technologies, supply chains, and commodity flows. Strategic, data-driven investments will keep freight a powerful economic driver for Missouri while preserving the state's role as a vital national freight crossroads.



SFRP

State
Freight & Rail
Plan

Freight and Rail Impacts

DRAFT

Introduction

The Missouri freight transportation network encompasses railroads, highways, bridges, ports, waterways and airports, which can face significant threats from extreme weather. Certain weather events can substantially damage and disrupt the freight network, impacting the infrastructure needed to move goods or stalling the State's economy by preventing goods and services from reaching intended markets. Tornadoes, extreme flooding and winter storms are a few examples of weather hazards that may cause safety issues and operational disruptions. Road closures, railroad shutdowns, port congestion and flight delays are examples of disruptions that impact the economy by increasing delays and imposing safety risks.

Freight transportation is essential to the movement of goods across the country, but its impact extends far beyond logistics and economics. As volume of trucks, trains, barges and planes increases, impacts to the neighborhoods and wildlife also increase. Expansion of infrastructure reduces wildlife habitats and the buffers between it and residents. Freight impacts to the environment can include increased particulate matter in the air, increased noise levels and increased intensity for stormwater runoff carrying debris and chemicals into the water system.

Recognizing the cost of the extreme weather's impacts to freight movement and the potential impacts of freight movement on the surrounding environment, Congress incorporated provisions in 49 USC 70202 requiring analysis of these elements in state freight plans. On Jan. 12, 2023, the United States Department of Transportation (USDOT) published the USDOT State Freight Plan and State Freight Advisory Committee F (the Guidance) identifying the minimum requirements for state freight plans to meet the new statutory requirements from the Infrastructure Investment and Jobs Act (IIJA).¹ The Guidance was effective March 8, 2023.

The Guidance requires each plan to include quantifiable goals and strategies to decrease:

- The severity of impacts of extreme weather and natural disasters on freight mobility
- The impacts of freight movement on local air pollution.
- The impacts of freight movement on flooding and stormwater runoff
- The impacts of freight movement on wildlife habitat loss

¹ USDOT, "State Freight Plan and State Freight Advisory Committee Guidance," issued January 12, 2023, <https://www.transportation.gov/mission/office-secretary/office-policy/guidance-state-freight-plans-and-state-freight-advisory>.

The plan must include discussion of existing baseline conditions including reference to recent related events such as extreme weather, natural disaster, flooding, runoff, changes in air quality, siting of freight facilities in or near wildlife areas or population centers and consideration of anticipated impacts to freight transportation as a result of climate change and extreme weather related and flooding events and impacts of freight emissions and increasing freight volumes on communities and wildlife.

This chapter discusses the impacts of severe weather on the freight system by looking at the resilience of the Missouri Department of Transportation's (MoDOT) freight network. Freight resilience emphasizes an adaptable freight system that maintains operations and recovers rapidly from disruptions caused by extreme weather events. For infrastructure to withstand weather events, engineering designs/materials or the location of new

infrastructure placement is important. Recovery from disruptions can include an initial emergency response as well as managing subsequent recovery actions, such as the emergency procurement of a downed bridge to expedite the delivery of materials for reconstruction. Mitigating impacts from weather hazards on the freight network is vital to improve safety and reduce impacts on the overall freight economy. **Figure 1** demonstrates damage that can occur to critical infrastructure from extreme weather events like flooding.

Then the chapter examines more closely the impacts Missouri's freight transportation system has on the human and wildlife environments. Use of zero emissions equipment, implementation of quiet zones, grade separations and stormwater management techniques can reduce these freight impacts.

Figure 1 – 2019 Flooding Washes Out a Section of U.S. Route 136



Background

Reliability is key in freight movement. States strive to operate resilient transportation networks that can endure and adapt to disruptions such as extreme weather, aging infrastructure, economic shifts and changing freight demands to maintain reliability for users. Missouri's 2022 State Freight Rail Plan reflected this focus through a multimodal strategy that integrated freight and passenger systems while prioritizing infrastructure durability, network redundancy and long-term adaptability. As part of its planning and project delivery processes, MoDOT routinely evaluates each location for safety, functionality, corridor consistency

and potential impacts from extreme weather and resilience concerns. In 2018, MoDOT conducted a statewide assessment of National Highway System (NHS) facilities affected by natural disasters that required permanent repairs. This effort was expanded in 2020 with updates to the Transportation Management System (TMS), which now tracks all disaster-impacted locations across NHS and other routes.² These evaluations help MoDOT identify vulnerabilities and guide investments that strengthen the freight network's resilience.



Source: MoDOT

² MoDOT, "National Highway System Transportation Asset Management Plan", published June 2022, https://www.modot.org/sites/default/files/documents/Federal%20Transportation%20Asset%20Management%20Plan_508Compliant.pdf

2022 Missouri State Freight and Rail Plan

The 2022 State Freight and Rail Plan (SFRP or the Plan) was the State's first integrated, multimodal blueprint designed to optimize multimodal freight and passenger rail.³ Resilience was a central pillar throughout the 2022 SFRP, with specific attention to Missouri's ability to withstand and adapt to dynamic challenges such as supply chain disruptions, natural disasters, economic shifts and evolving transportation demands. The 2022 SFRP identified resilience as critical in both freight and passenger systems, emphasizing infrastructure durability, redundancy in networks and adaptability for future trends such as renewable energy and near-shoring. It's resilience strategy also focused on supporting the continuity of essential goods movement and passenger service, particularly in response to vulnerabilities exposed by the COVID-19 pandemic and anticipated energy transitions.

The 2022 SFRP proposed infrastructure improvements like universal crossovers and additional main lines to prevent bottlenecks and improve network redundancy. By embedding environmental, operational and economic resilience into all aspects of freight and rail planning, the 2022 SFRP positioned Missouri to thrive in an uncertain future. The key pieces of resilience from the 2022 SFRP are:

³ MoDOT, "2022 Missouri State Freight and Rail Plan", published May 2022, <https://www.modot.org/2022-state-freight-and-rail-plan-documents>.

Equity and Environmental Resiliency: Support Equity and Environmental Resiliency of the multimodal freight and passenger rail.

- Support opportunities for alternative fueling infrastructure.
- Support expanded multimodal freight and passenger rail service as a part of an overall state energy conservation policy to protect Missouri travelers and shippers from the adverse mobility and economic impacts of expected increases in future transportation energy costs.
- Support expanded multimodal freight and passenger rail service as a means of reducing carbon emissions and fuel consumed per ton and per passenger mile and increasing the system's resiliency and redundancy against extreme weather events.
- Increase passenger rail accessibility to low-income, elderly and special needs groups who have limited access to auto and other modes.

Economy: Support economic growth and competitiveness in Missouri through strategic improvements to the multimodal freight network and passenger rail system.

- Enhance resiliency and develop redundancy for the multimodal freight and passenger rail system to increase reliability in moving passengers and freight.

By embedding resilience into its planning framework, Missouri joins other states in developing tailored strategies to address regional challenges. For example, California emphasizes smart technology and disaster preparedness, while Illinois focuses on connectivity and weather-resilient infrastructure. These diverse approaches offer valuable insights into how resilience can be integrated across different freight systems. MoDOT's commitment to reviewing and updating its infrastructure data confirms that resilience remains a central consideration in future investments. Through these efforts, Missouri continues to enhance its freight network's ability to withstand disruptions and support long-term economic growth.

MoDOT 2023 Carbon Reduction Strategy

In Nov. 2023, MoDOT published its Carbon Reduction Strategy (CRS) that was developed in coordination with the metropolitan planning organizations and the regional planning councils.⁴ This strategy is focused on the goals of the IJJA Carbon Reduction Program (CRP) which provides funding for a wide variety of eligible projects geared toward reducing transportation

⁴ MoDOT, Carbon Reduction Strategy, published November 2023, https://www.modot.org/sites/default/files/documents/MoDOT%20CRS_web.pdf.

carbon dioxide emissions from on-road highway sources. It focuses on three areas:

- **Energy Management:** reduce Missouri's energy footprint by implementing new technologies such as smart lighting and electrification infrastructure.
- **Non-motorized Transportation:** provide people the opportunity to walk or bike to nearby destinations by constructing new and improved non-motorized facilities.
- **Traffic Flow Improvement:** promote better fuel economy through signal and intersection optimization projects that reduce delays and improve traffic flows.

Strategies aligned with freight movement include:

- Expanding the use of roundabouts to reduce idling vehicles,
- Linking additional traffic cameras to traffic management centers that monitor congestion and incidents for more rapid response to traffic disruptions
- Projects that separate motor vehicles from pedestrians and bicycles.

MoDOT Freight Network and Weather Hazards

MoDOT's multimodal freight transportation network serves as a critical hub for national and international commerce. This network of interconnected roadways supports the State's economy and links Missouri to major national trade routes. Missouri facilitates freight movement through major highway corridors such as I-70 and I-44, Class I railroads and vital inland ports along the Missouri and Mississippi Rivers. However, the State's extensive infrastructure investment faces disruption threats from extreme weather events such as flooding, winter extremes, heat waves and severe storms. These events can disrupt operations across all freight modes by compromising rail integrity, damaging bridges, disrupting river navigation and hindering logistics center operations. MoDOT actively monitors these risks, implements strategies to reduce their impact and prepares itself to respond effectively when disruptions occur.

Missouri's central location in the United States (U.S.) and its diverse freight assets make it a key link in the national supply chain. Evaluating how extreme weather affects state freight systems is essential for maintaining performance and building long-term resilience. Though not discussed in detail here, the possible disruption of freight movement due to seismic risks from the New Madrid and other fault lines should also be considered.



MoDOT incorporates weather-related changes into its life cycle planning to enable its infrastructure remains reliable over time. With most locations seeing major projects every eight to nine years, the risk of needing premature replacements due to non-performance issues is reduced. This approach allows MoDOT to focus on strategic investments that consider both current and future severe weather challenges. Through planning, MoDOT strengthens the freight network's ability to withstand and adapt to evolving environmental conditions.

Weather Hazards

Weather hazards are natural events that create risks to human life, the environment and property. Common weather hazards in Missouri include tornadoes, flooding, severe thunderstorms, winter storms, cold waves, heat waves, droughts and wildfires. These events can be extremely dangerous and develop quickly with little warning. Not only can these hazards affect human life and the environment, but they can also impact freight infrastructure such as the rail and highway network, bridges, alternative transportation, stormwater management, inland waterways, airports, pipelines and intermodal facilities. This section lays out the most common weather hazards that affect the Missouri Freight Network at the time of writing. As weather patterns shift and change, future weather hazards may be added or removed from this list. In **Appendix I, Figures 1-7** demonstrate the location of weather events in the state and how those events relate to the location of critical infrastructure.

Tornadoes

- Tornadoes disrupt transportation systems by impacting operations, damaging infrastructure and lowering overall efficiency.

⁵ U.S. National Weather Service, NOAA, "Months of Peak Tornado Occurrence," accessed October 15, 2025, <https://www.weather.gov/cae/tornadobymonth.html>.

⁶ D.J. Hagerty, A.C. Parola, and T.E. Fenske, "Impacts of 1993 Upper Mississippi River Basin Floods on Highway Systems," Transportation Research Record 1483 (1995): 32-37, <https://onlinepubs.trb.org/Onlinepubs/trr/1995/1483/1483-004.pdf>

⁷ Joanna Marsh, FreightWaves, "Midwest Floods Stymie Rail Operations," March 21, 2019, <https://www.freightwaves.com/news/railroad-midwest-floods-stymie-rail-operations>.

- Missouri is highly tornado prone, with more than 2,500 tornadoes since 1950. Peak months of tornado occurrence are April through June.⁵
- The 2011 Joplin Tornado, rated an EF5 on the Enhanced Fujita scale, was Missouri's deadliest tornado. It caused catastrophic destruction, requiring an immediate highway clean-up effort, a massive disaster relief freight response and utility reconstruction, impacting freight routes for weeks.

Flooding

- Flooding severely disrupts infrastructure, shutting down highways, railways, bridges and ports, triggering widespread logistical and economic disruptions.
- Repeated widespread flooding events, including the historic 1993 and 1995 Midwest floods and more recent events, resulted in closure of airports, water ports and long distances of highways and rail lines which all require subsequent rebuilding.^{6&7}
- Even minor floods can interrupt operation of multiple freight modes, resulting in supply chain delays.

Severe Thunderstorms

- The high winds, tornadoes, hail, lightning and intense rainfall associated with thunderstorms delay shipments, stranded vehicles and cause costly infrastructure damage.
- Thunderstorms, a frequent and disruptive force statewide, are becoming more common and extreme. In 2024, a severe storm in St. Louis set a record for the most rain in a 24-hour period. It caused flash flooding that shut down transportation systems and stranded vehicles. At least a dozen St. Louis metro bus routes were out of service for the morning commute, with only limited restoration by 9 a.m. The same storm caused flooding in multiple counties southwest of St. Louis.⁸ In all, five Missourians were swept to their deaths by the storm's fast-rising floodwaters.⁹

Winter Storms

- Winter weather events can significantly disrupt ground and air transportation systems by impairing visibility, reducing traction, damaging infrastructure and straining maintenance and operational capacity.
- In Missouri, winter weather has repeatedly halted freight and passenger movement, such as the 2011 snowstorm that prompted the first statewide closure of I-70 and an hours-long closure of the Kansas City International Airport.¹⁰ **Figure 2** shows the impacts of cold weather on river barge traffic.

Figure 2 – A Mississippi River Towboat and Coal Barge in Icy Waters During a St. Louis Winter



Source: MoDOT

⁸ Kate Grumke, Lacretria Wimbley and Sarah Fentem, St. Louis Public Radio, "At least two dead after flash flooding throughout St. Louis area on Election Day," published November 5, 2024, <https://www.stlpr.org/news-briefs/2024-11-05/record-breaking-rainfall-flash-flooding-st-louis-election-day>.

⁹ Associated Press, "Missouri Flash Floods Blamed for Five Deaths, Including Two Poll Workers," published November 6, 2024, <https://www.weather.com/news/weather/news/2024-11-06-deadly-flash-floods-in-missouri-on-election-day>.

¹⁰ NOAA, "February 1-2, 2011 Blizzard and Record Snowfall Event," accessed October, 15, 2025, <https://www.weather.gov/eax/feb012011>.

Cold Waves

- Cold waves are extended periods of extreme cold, often caused by Arctic air masses, leading to sudden temperature drops and freeze-related damage.
- These events can severely impact infrastructure, causing bridge joint failures, rail fractures and river ice jams.

Heat Waves

- Heat waves in Missouri are becoming more frequent and intense, with periods of extreme heat and high humidity.¹¹
- Extreme heat conditions can cause heat-related illnesses, droughts, wildfires and significant stress on infrastructure, including power grids and pavement buckling.

Drought

- Droughts are prolonged periods of below-average rainfall, often exacerbated by high temperatures. Extreme drought can lead to water shortages and harm to agriculture and ecosystems in the form of reduced crop

yields and increased risk of wildfires.

- Extended dry periods can also limit barge transportation on major rivers, threaten municipal water supplies and reduce hydropower generation.¹²
- In 2023, Missouri experienced its seventh driest growing season since 1895, with widespread drought conditions caused by low rainfall and high temperatures across an eight-month span.¹³

Wildfires

- Although less frequent than in western states, wildfires in Missouri pose a serious threat, especially during dry months with high temperatures and strong winds.
- Most wildfires are the result of human activity and can damage property, harm wildlife and endanger public health.
- In March 2024, Missouri experienced its first-ever fire disaster, with more than 200 wildfires burning more than 15,000 acres, including a major outbreak in mid-March that heavily impacted the Ozarks.¹⁴

¹¹ Frankson, Rebekah, Kenneth E. Kunkel, Sarah M. Champion, and Brooke C. Stewart., NOAA National Centers for Environmental Information, "Missouri State Climate Summary," 2024, <https://statesummaries.ncics.org/downloads/Missouri-StateClimateSummary2022.pdf>.

¹² NOAA National Integrated Drought Information System, "National Conditions Missouri", accessed October 15, 2025, <https://www.drought.gov/states/missouri>.

¹³ University of Missouri. College of Agriculture, Food and Natural Resources, Missouri Climate Center, "2023 was likely Earth's warmest year on record, Missouri's third drought during growing season also defined 2023," January 11, 2024, <http://climate.missouri.edu/news/arc/jan2024a.php>.

¹⁴ Bassler, H. (2025, June 17). "Worst-case scenario": St. Louis meteorologists warn of Missouri's worsening wildfire disasters, KSDK, <https://www.ksdk.com/article/news/local/missouri-wildfire-disasters-are-coming-meteorologists-warn-to-prepare/63-5eb0f06f-be95-4ce6-9cac-3888238f8bec>.

Freight Transportation Network

Weather hazards pose significant risks to Missouri's freight and transportation systems, leading to widespread delays, cancellations, infrastructure damage and increased operational costs. Given Missouri's central location and its vital role as a national freight hub, the impacts to the economy from freight disruptions reach far beyond the State.

The freight transportation network is complex and highly interconnected, supporting the movement of goods across broad distances. It relies on a combination of transportation modes such as railroads, highways, inland waterways, airports, pipelines and intermodal facilities. These modes contribute to the efficiency and reliability of freight logistics while interacting to meet the diverse needs of industries, businesses and consumers. Rather than operating independently, these

modes are interconnected in ways that allow freight to move efficiently. This multimodal approach enables flexibility in routing, cost-effectiveness in shipping and reliability in delivery. Intermodal facilities enhance this system by allowing goods to transfer seamlessly between modes, strengthening the overall performance of the network.

Each transportation mode, rail, highways, bridges, inland waterways and ports, airports, pipelines and intermodal facilities, faces distinct risks that can affect the overall functionality and resilience of the freight

network. Understanding the specific function and vulnerabilities of each mode is essential for improving system preparedness and response to enable continued flow of freight.

Rail

- Missouri is a central hub for freight rail, hosting more than 3,700 miles of track.
- Class I railroads, including Burlington Northern Santa Fe (BNSF), Canadian Pacific Kansas City (CPKC), CSX, Norfolk Southern (NS) and Union Pacific (UP) connect the state to national economic hubs and international ports of entry.
- Class III railroads, also known as short lines, are important first and last mile connections between industrial areas and the Class I railroads, reducing congestion on Missouri's highways.
- Critical rail hubs like Kansas City and St. Louis are the second and sixth largest freight rail hubs in the country, playing a vital role in national and international freight movement.

Rail yards, intermodal facilities and bridges are particularly vulnerable to flooding, heat-related rail deformation and severe storms.

Highway Network and Trucking Corridors

- Missouri is intersected by major highways, including I-70, 44, 49, 55, 29 and 35, which serve as key state and national freight corridors.
- St. Louis, Kansas City and Springfield are major nodes for trucking and logistics.
- Highways serve as critical access to all modal freight hubs.
- Truck parking facilities, highways and bridges need protection from extreme weather events and stormwater flooding.

Inland Waterways and Ports

- The Missouri River (M70 and M29) and Mississippi River (M35 and M55) are major arteries for waterborne freight movement moving between the agricultural Midwest and the Gulf for international shipments.
- The St. Louis regional port accounts for 21% of the Upper and Mid-Mississippi River freight flow.
- Vulnerabilities include fluctuating river levels, sediment buildup in channels and harbors and infrastructure damage from storms both at the ports and to the rivers' navigation control structures.

Airports

- St. Louis Lambert International Airport (STL), Springfield-Branson International Airport (SGF) and Kansas City International Airport (KCI) are critical components for high-value and time-sensitive freight cargo.
- Extreme weather risks that contribute to delays include heat damage to runways, disruptions from severe wind and rainstorms and icing on plane wings.

Pipelines

- Missouri has an extensive network of pipelines transporting oil, natural gas and other products.
- Access to pipeline terminals is a critical component of the network.
- Pipelines are susceptible to erosion, flooding and damage from shifting soil due to extreme weather events.

Intermodal Facilities

- Key intermodal terminals in Kansas City, St. Louis and other locations facilitate the transfer of goods between rail, truck and waterways.
- These facilities face risks from extreme heat, flooding and storm damage

Table 1 outlines the potential impacts of various weather hazards on Missouri's freight and transportation infrastructure.

Table 1 – Weather Hazard Impacts on Missouri’s Freight System

	Rail	Highways and Trucking Corridors	Bridges	Inland Waterways and Ports	Airports	Pipelines	Intermodal Facilities
Tornado	Tracks blocked by debris; wind damage to rail infrastructure. Possible damage to cargo, railcars and locomotives	Debris blocks roads; structural damage to signage and barriers. Vehicle and cargo damage possible	Structural damage from wind; erosion from flash floods	Debris and outages disrupt cargo flow; fallen trees block access	Aircraft and terminals are vulnerable to wind damage	Debris impact and wind pressure may rupture pipelines	Structural damage to cranes, buildings; system shutdowns. Possible vehicle, container and cargo damage
Flooding	Track washouts; foundation erosion	Road erosion and collapse; vehicle sweep risk in deep water	Scouring weakens piers and footings; water pressure damages joints	Eroded banks, damaged docks and disrupted navigation channels. Risk of facility closure	Water intrusion impacts runway surfaces and access roads. Risk of facility closure	Eroded soil exposes or shifts buried pipelines	Rail washouts and road closures break multimodal links
Severe Thunderstorms	Track bed erosion; electrical and signal system failure	Washed-out roads; power outages disable signals and crossings. Possible cargo damage	Wind and water stress structural elements	Container loss; unsafe operating conditions for workers	Lightning and wind cause infrastructure damage	Voltage surges and flying debris can damage components	Flooding and outages disrupt operations
Winter Storms	Cold cracks rails and stiffens components; snow/ice reduce traction	Icy roads reduce driver control; increased maintenance needs	Brittle failures and freeze-thaw cracking	Ice buildup halts barge traffic	Ground handling disruptions due to snow and ice	Cracking and leakage from pipe freezing and contraction	Worker safety protocols trigger shutdowns

	Rail	Highways and Trucking Corridors	Bridges	Inland Waterways and Ports	Airports	Pipelines	Intermodal Facilities
Cold Waves	Rail fractures; frozen cables disrupt signals	Freeze-thaw cycles degrade pavement, subgrade. Possible cargo damage	Stress from material contraction causes cracking and joint damage	Possible cargo damage from extreme cold	Equipment performance impacted by extreme cold	Freezing can block or rupture pipes	Truck engines or systems may fail to start
Heat Waves	Rail deformation and buckling (“sun kinks”); overheated signals	Pavement buckling and rutting of pavement	Thermal expansion stresses bridge joints and decks	Cargo spoilage risk increases; cooling requirements intensify	Runway surface softening	Pipe expansion stresses joints; soil shrinkage shifts support	Thermal stress impacts infrastructure reliability
Drought	Rail deformation and buckling. Risk of embankment fires started by sparks	Soil shrinkage can destabilize embankments, cuttings and pavement substructure	Shrinking soils shift bridge foundations	Low water restricts barge drafts and narrows navigation channels	Runway degradation from heat	Soil desiccation shifts pipes, increasing risk of leaks	Soil shrinkage and settlement may stress infrastructure
Wildfires	Track damage from heat; reduced visibility from smoke. Possible structure and equipment loss	Road closures from smoke; heat damages pavement; signpost loss risk. Possible structure and equipment loss	Buckled steel and cracked concrete from high heat	Erosion increases from vegetation loss; clogged drainage. Possible structure and equipment loss	Smoke disrupts air traffic visibility and routing. Possible structure and equipment loss	Heat may deform pipes; ash contaminates water systems	Air quality and visibility impair operations. Possible structure and equipment loss

Freight Impacts on the Environment and Society

Efficient, reliable freight transportation is essential to the nationwide movement of goods and supports jobs, availability of consumer products and quality of life amenities. However, its impact extends far beyond logistics and economics as increasing freight activity can contribute to concerns from communities near the freight facilities. The movement of diesel-powered trucks, trains and cargo equipment contributes to airborne particulate matter, affecting air quality, while the design of freight infrastructure can disrupt drainage patterns and lead to water issues. Over time, these conditions can affect public health and reduce property values. As a result, strategies to reduce these impacts while supporting the continued movement of goods must be considered.

A range of solutions is available to address these challenges to increase the environmental sustainability of the freight systems. The use of zero-emissions equipment at freight facilities can help reduce diesel emissions, improving air quality and public health. In rail corridors, the establishment of quiet zones and the use of wayside horns and rail-highway grade separations can significantly reduce noise pollution without compromising safety. Meanwhile, the growing demand for truck parking has prompted the exploration of

potential solutions such as real-time parking information systems, new facility development and the repurposing of existing infrastructure to reduce trucks parking on highway ramps and shoulders, as well as neighborhood streets. These practices aim to address the safety, regulatory and operational challenges truck drivers face when designated parking is unavailable. These solutions improve safety and efficiency and also help protect the quality of life for nearby communities, representing a shift toward more sustainable, efficient and community-conscious freight infrastructure.

Community Impacts

Missouri’s freight transportation network, while vital to citizens’ well-being and the commercial health of the State, can impact communities and wildlife habitats through its contributions to air and noise pollution, safety concerns and soil and water contamination.

Air

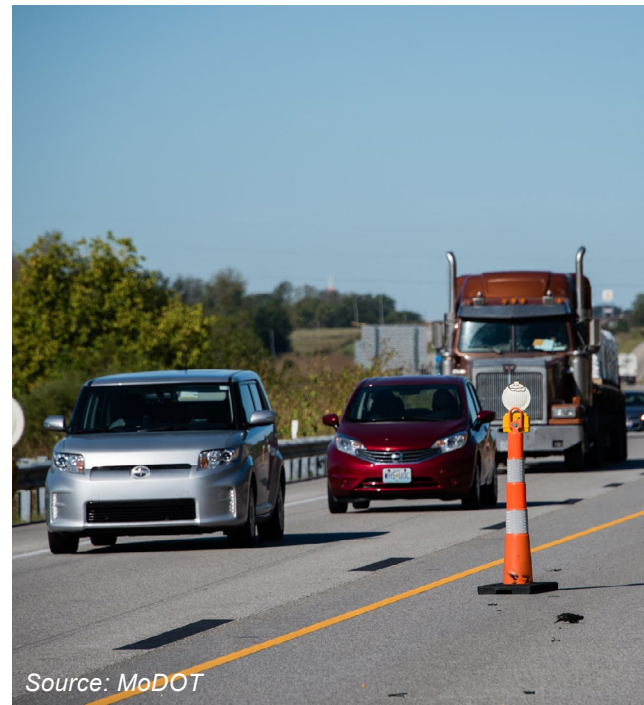
Diesel-powered vehicles and equipment are a source of emissions at the local level, affecting areas that are near highways, river ports, rail yards, transload facilities and distribution centers. When motors idle, they release emissions, increasing local exposure to tiny particles and droplets such as soot and smoke. Trucks most often idle in traffic and

at loading docks. Locomotives idle mostly at loading docks and while awaiting maneuvers in siding tracks and rail yards. Among the effects of vehicle emissions is the formation of ozone, which affects air quality. **Figure 3** shows a sign warning drivers about poor air quality.

Air freight impacts local air quality in communities that are near cargo airports. Aircraft emissions are released during landing, takeoff and idling. Although the volume of air freight emissions is less overall than that of rail or trucks, the emissions per ton of freight are comparable and also impact regional air quality.

Marine freight can affect local air quality, specifically in port communities. At inland waterways emissions originate from ships, diesel-powered equipment, trucks and trains that support cargo movement.

Figure 3 – Ozone Forecast Messaging



Noise and Vibration

The noise from freight traffic can disrupt sleep and affect individuals' stress levels. Vibration caused by the movement of vehicles and locomotives can impact nearby buildings and infrastructure, leading to structural issues.¹⁵

Traffic Congestion and Safety

Growing demand for goods and services—including doorstep delivery of consumer products—increases the average traffic rate on Missouri's roads. Increasing numbers of passenger and commercial vehicles can slow the flow of traffic and increase the number of potential conflicts.

¹⁵ Ardian, Alan Riski Rio, Dewi Handayani, and Ahmad Marzuki. 2025, "A Review: Vibration Caused by Transportation," Engineering Proceedings 84, no. 1: 42, <https://doi.org/10.3390/engproc2025084042>.

Stormwater Runoff and Flooding

Freight facility surfaces such as concrete, asphalt and rooftops are mostly impermeable. These prevent water infiltration and, during significant rain events, can increase surface runoff volume and speed. Stormwater can quickly overflow drainage systems, especially in urban areas. Deluges and the resulting runoff can lead to flash flooding in and around freight hubs, can cause erosion and lessen water quality.

Freight infrastructure can disrupt natural drainage patterns where roads, terminals and buildings were not designed with high water volumes in mind. Soil compaction, caused by the use of heavy equipment and large trucks, can also reduce soil permeability, resulting in flooding. Excess water might flood adjoining or low-lying areas due to the lack of flood protection and resilient infrastructure. Runoff from freight areas can wash contaminants such as deicing chemicals, hydrocarbons from lubricating fluids and heavy metals from tires, brakes and engine wear into watersheds.¹⁶



Strategies to Enhance Freight Transportation Resilience

Increased resilience can enhance the efficiency and reliability within Missouri's freight transportation network in the face of major weather disruptions and aging infrastructure.

Table 2 describes targeted goals and strategies that can result in a more adaptable freight system that maintains uninterrupted movement of goods, strengthens reliability of corridors and supports economic competitiveness. By focusing on future planning strategies, MoDOT can mitigate risks and minimize the disruptions on the freight network statewide. Enhancing freight resiliency can protect Missouri's role as a key national freight hub and support long term economic growth.

¹⁶ U.S. Environmental Protection Agency (EPA), National Pollutant Discharge Elimination System, "Stormwater Discharges From Transportation Sources," last modified January 10, 2025, <https://www.epa.gov/npdes/stormwater-discharges-transportation-sources>.

Table 2 – Goals and Strategies to Enhance Freight Transportation System Resilience

SFRP Goal	Strategy
Stewardship Maintain current assets and services we have today	Prioritize long-term maintenance for critical freight assets. Incorporate risk planning and resilience needs into transportation planning processes Design freight infrastructure to resist damage under physical stress. Strengthen secondary highways and bridges to operate as detour routes for all traffic, including standard commercial motor vehicles.
Safe Work to enhance safety of the transportation system for all users	Identify safe, publicly owned locations for truck parking use when major freight corridors are unexpectedly closed due to weather or other incidents.
Prosperous Boost the economy through transportation investments	Coordinate across state and local agencies and modes to unify resilience efforts statewide.
Connected Improve mobility and connect communities through expanded multimodal choices	Identify alternative routes for freight assets which are more vulnerable to extreme weather disruptions. Install signage and real-time traffic alert systems to guide freight vehicles through congested areas and provide alternate routes for standard size and weight vehicles when delays occur.
Reliable Ensure efficiency and reliability in the transportation network	Prioritize critical freight needs, transportation assets and modal connections for rapid emergency response. Harden vulnerable freight assets to extreme weather and seismic events. Stage alternative commercial vehicle route signage - for trucks of legal dimension and weight – at locations for quick installation during detour events.
Innovative Integrate emerging technologies to make our transportation system prepared and future-ready	Integrate technologies to track infrastructure conditions, detect disruptions, and support timely freight operation decisions. Implement technology to simulate and monitor infrastructure performance, enabling proactive maintenance and informing design decisions. Include outlier vehicles such as oversized and/or overweight vehicles in assessment and design decisions.

Strategies to Enhance Freight Transportation Resilience

Table 3 describes goals and strategies in the SFRP that will mitigate freight impacts on the environment and society.

Table 3 – Goals and Strategies to Mitigate Freight Impacts

SFRP Goal	Strategy
Stewardship Maintain current assets and services we have today	Support implementation of Quiet Zones on freight rail lines adjacent to residential areas to reduce noise and improve quality of life while maintaining freight service.
Safe Work to enhance safety of the transportation system for all users	Support implementation of zero emission freight equipment. Encourage truck parking facilities to be included in industrial economic development projects to reduce unauthorized parking on shoulders, ramps and near residential areas.
Prosperous Boost the economy through transportation investments	Identify potential road-rail grade separation locations on freight routes to reduce idling and noise. Support rail access to industrial development areas to encourage freight traffic efficiency.
Reliable Ensure efficiency and reliability in the transportation network	Support installation of automation and idle reduction standards at modal hubs to reduce idling and increase capacity. Consider roundabout installation near freight hubs to reduce truck idling. Expand CCTV locations connected to traffic management systems to increase rapid response for traffic disruptions and backups
Connected Improve mobility and connect communities through expanded multimodal choices	Support existing intermodal hub locations and identify potential additional sites to encourage efficient movement of freight and reduce idling from backup queue.
Innovative Integrate emerging technologies to make our transportation system prepared and future-ready	Support installation of intelligent highway-rail at-grade crossing technology that adjusts traffic signals and notifies commercial vehicles when an alternative crossing should be used. This reduces idling from backup queues. Continue to monitor other states' experiences with truck parking information systems that provide virtual information to drivers regarding available authorized parking locations.



SFRP

State
Freight & Rail
Plan

Freight Recommendations

DRAFT

Introduction

This chapter presents a set of strategic, actionable recommendations that advance Missouri's freight system in alignment with federal freight planning guidance and the goals of the NMFN. These recommendations identify infrastructure improvements, policies and operational innovations that strengthen Missouri's contribution to national economic competitiveness; reduce congestion and eliminate bottlenecks; improve safety, security, efficiency and resiliency; and enhance the productivity and reliability of freight movement for industries that support high-value jobs.

The recommendations reflect analyses of system conditions, freight bottlenecks, modal integration, future demand and performance gaps, as well as opportunities to improve modal shift for both short and long distance movements across rural and urban corridors. They emphasize strategies to achieve and maintain a state of good repair, reduce heavy-vehicle impacts on critical roadways, improve first/last-mile connectivity between ports, airports, gateways and the National Multimodal Freight Network (NMFN) reduce the environmental impacts of freight movement. Stakeholder and regional input helped refine these priorities and support their relevance to Missouri's freight shippers, carriers and communities.

Recommendations are organized into four categories — Policy, Operations, Project Development and Capital Improvements and Communications — the recommendations support multi-state corridor coordination, enhance multimodal connectivity and position Missouri to leverage innovation and advanced technologies to improve safety, efficiency and reliability. They also reflect the need for implementable, high-value strategies that are not burdensome to state or local governments and that align with federal discretionary grant programs in an environment of variable funding availability.



Source: MoDOT

Policy

Recommendation: Continue monitoring Truck Parking Information Management System (TPIMS) and Truck Parking Availability System (TPAS) efforts nationwide to evaluate whether these technologies are appropriate and cost-effective for implementation in Missouri.

Discussion: Missouri continues to have a large deficit of truck parking spaces across the system. States across the country are piloting technology-based solutions to more effectively use the available safe and reliable truck parking. Some states have identified issues related to reliability and long-term maintenance of existing technology-based information systems. Missouri trucking industry stakeholders consistently noted a preference for increasing inventory of spaces significantly before implementing an electronic system. Until a significant number of truck parking spaces are added to Missouri's inventory, monitoring efforts in other states can help The Missouri Department of Transportation (MoDOT) identify best practices and continued advancements in artificial intelligence (AI) before committing to a system. MoDOT may explore public-private partnerships or cooperative data-sharing agreements, consistent with its statutory authority and procurement policies, to enhance system efficiency and reduce implementation costs. Existing third-party platforms such as Trucker Path and Dock411 offer crowd-sourced parking data that could inform or supplement future state-led systems. Insights from these efforts, along with findings from the **4.02 Truck Parking Analysis Technical Memorandum** should guide any future technology investments.

Action Items:

- Track TPIMS/TPAS pilot outcomes and funding mechanisms in peer states and freight corridors.
- Engage third-party platform providers to assess integration opportunities and data-sharing protocols.
- Evaluate long-term maintenance, funding and interoperability requirements before pursuing a pilot program or funding.
- Revisit feasibility as part of future MoDOT freight plan and statewide truck parking plan updates.

Missouri SFRP Goals:

- **Prosperous** – Increase partnership coordination with local communities, regional and metropolitan organizations, businesses, transportation service providers and other sectors to identify what transportation projects can better support local economies.
- **Reliable** – Take a practical/life cycle approach to highway system capacity expansion.
- **Innovative** – Explore technology and develop business practices that result in lower life-cycle costs.

Recommendation: Increase reliable investment in first- and last-mile non-highway freight infrastructure to reduce highway congestion and improve statewide system efficiency.

Discussion: Modal stakeholders consistently emphasized that lack of capital funds to support non-highway freight movement was limiting the efficiency of Missouri’s freight system. Missouri’s Freight Enhancement Program (FRE) was highlighted as an example of a critical tool for supporting multimodal freight investments that improve reliability and reduce highway congestion. The program’s quick turnaround and ease of application were highlighted as positives with calls for substantial expansion of the available funds. FRE has enabled ports, railroads and airports to complete small but high-impact projects that enhance freight connectivity, safety and economic competitiveness. Stakeholders noted that many freight projects—such as cargo aprons, rail spurs and port access improvements—are not competitive for federal programs, which typically prioritize passenger or highway-centric infrastructure. Increasing flexible, state-level funding for multimodal needs would strengthen the supply chain resilience and statewide freight mobility. This recommendation also aligns with regional priorities outlined in the St. Louis Freightway Freight Development Plan and the Mid-America Regional Council (MARC) Connected Freight Kansas City (KC) 2050 Plan, both of which emphasize increased investment in first- and last-mile connectivity, intermodal access and industrial site readiness. Increasing available funds can help advance regional priority freight projects identified in these plans, supporting coordinated multimodal development across Missouri’s economic centers. Additional details are provided in **Freight Condition and Performance Chapter.**

Action Items:

- Evaluate opportunities to increase annual FRE appropriations or development of a new larger non-highway grant program for first- and last-mile freight investments through complementary fundings sources (e.g., legislative allocation, public-private cost-share).
- Prioritize projects that improve multimodal connectivity and enhance economic competitiveness.
- Support short line tax credit state legislation that encourages investment in Class III rail lines.
- Track FRE project outcomes using consistent performance metrics to demonstrate program effectiveness.
- Flex a portion of the National Highway Freight Program (NHFP) funds to non-highway freight projects as permitted by Title 23 U.S. Code Section 167.

Missouri SFRP Goals:

- **Stewardship** - Explore and secure stable funding to support the current system and services for each mode of transportation.
- **Reliable** - Provide reliable and accessible multimodal transportation options for all users.
- **Innovative** - Identify and plan for alternative funding sources to recoup gas tax revenue lost from alternatively fueled vehicles and to supplement gaps in federal funding programs.

Recommendation: Modify at-grade railroad crossing prioritization framework to incorporate approach grades and other physical factors that hinder sightlines and increase safety risks.

Discussion: MoDOT uses an exposure index and the Federal Railroad Administration (FRA) accident prediction formula as the primary factors to prioritize crossing projects. Approach grades that hinder sightlines increase safety risks. Modifying the Section 130 program’s methodology would allow Missouri to target investments more effectively, reduce crash risk, mitigate bottlenecks and adopt next-generation technologies that improve safety and mobility at crossings. This action aligns with the Show-Me Zero Plan and the Highway-Rail Grade Crossing State Action Plan (2022-2026), both of which emphasize proactive risk reduction through engineering upgrades, education and public outreach. This recommendation also complements MARC’s data-driven approach to freight corridor safety.

Action Items:

- Review the existing Section 130 prioritization criteria to identify gaps related to approach grade and visibility conditions.
- Coordinate with the FRA and peer Departments of Transportation (DOTs) to identify best practices for incorporating geometric risk factors into crossing safety programs.
- Pilot new data collection or assessment tools (e.g., Light Detection and Ranging (LiDAR), Geographic Information System (GIS) based slope analysis) to quantify sightline limitations.
- Update internal procedures and prioritization models to verify that future safety investments address both historical crash data and proactive risk indicators.

Missouri SFRP Goals:

- **Safe** - Invest in system-wide safety improvements to reduce fatalities and serious injuries for all modes.
- **Reliable** - Increase reliability of the transportation system in bottleneck areas.
- **Innovative** - Understand and deploy innovative work zone warning and protection devices.



Source: MoDOT

Recommendation: Establish a coordinated statewide freight data and governance framework to support continuous collaboration among MoDOT, Metropolitan Planning Organizations (MPOs), Regional Planning Commissions (RPCs), ports, railroads and private-sector partners.

Discussion: Regional freight plans highlight the importance of institutional coordination to sustain effective multimodal planning and data-sharing. Missouri can lead freight planning by providing structure for a statewide practitioner freight team to integrate state, regional and private-sector freight datasets; coordinate project prioritization; and monitor performance outcomes. This would align with MARC's Connected Freight KC 2050 call for an expanded Goods Movement Committee and strengthen MoDOT's statewide leadership role in freight planning.

Action Items:

- Convene a standing freight practitioner's working group to support regional freight planning.
- Develop standardized data protocols for sharing commodity flows, truck GPS and port/rail volumes.
- Integrate data from regional freight plans into MoDOT Tracker and freight dashboards.

Missouri SFRP Goals:

- **Stewardship** - *Preserve the assets and services currently in place by fostering data transparency, sharing and coordination among all stakeholders.*



Operations

Recommendation: Incorporate trucking industry perspectives into work-zone standard protocols for construction and maintenance operations to improve freight safety and reliability.

Discussion: MoDOT has standardized protocols used to plan work zones. The trucking industry emphasized that inconsistent work zones, limited real-time communication and substantially reduced lane width can create safety risks and operational inefficiencies for commercial drivers. Stakeholders cited examples along major freight corridors—particularly the I-70 projects—where temporary concrete barriers were struck or displaced, narrowing travel lanes and creating hazards for trucks. Establishing statewide work zone practices that consistently incorporate trucking industry perspective and improving real-time communication about active construction can help improve safety, reduce uncertainty and maintain freight mobility during construction activities. MARC's Connected Freight KC 2050 Plan highlights corridor reliability and consistent operations as key freight mobility goals. Implementing standardized work-zone practices will help achieve those objectives and reduce delays for freight carriers across the Kansas City region and statewide.

Action Items:

- Engage freight carriers and driver associations in work zone safety standards, protocols and best practices to identify recurring issues and recommended improvements.
- Expand smart work zones Intelligent Transportation Systems (ITS) technology and its integration into drivers' GPS notification systems.
- Evaluate whether planned freight detour routes should be incorporated into work zone standards to increase freight reliability on freight corridors.

Missouri SFRP Goals:

- **Reliable** – *Maintain a transportation network that is efficient and dependable.*



Recommendation: Identify and implement strategies for improving freight resiliency through innovative operation enhancements and improving infrastructure on key corridors and freight facilities.

Discussion: To promote infrastructure resilience and operational continuity, MoDOT can incorporate a more proactive, data-driven and technology-enabled strategy. Investing in real-time monitoring systems, adaptive infrastructure and innovative approaches such as the use of AI, can lead to faster response times and reduce the duration and cost of disruptions. Planning for Freight resiliency was also identified as a strategic priority in MARC’s Connected Freight KC 2050 Plan and peer-state freight plans reviewed in **Missouri’s Context Chapter**. These emphasize proactive planning for weather events, infrastructure redundancy and coordinated response capabilities — frameworks Missouri can build upon through this recommendation.

Action Items:

- Conduct a freight system resiliency assessment to identify vulnerable corridors, facilities and intermodal connectors.
- Pilot technology-based solutions (e.g., predictive analytics, remote sensing, automated inspections) to support real-time monitoring and response.
- Coordinate with ports, railroads and airports to share data and develop joint contingency plans for critical disruptions.
- Integrate freight resiliency goals and metrics into MoDOT’s long-range planning and performance reporting processes.

Missouri SFRP Goals:

- **Reliable** - Enhance emergency and alternative routes; Enhance transportation infrastructure resilience to maintain the movement of people and goods during traffic disruptions.
- **Innovative** - Explore technology and develop business practices that result in lower life-cycle costs. Integrate traffic management systems and vehicle detection systems to monitor and improve traffic congestion.



Recommendation: Work with regional planning organizations to identify locations needed for truck staging to reduce congestion, unauthorized parking and improve effectiveness of state-provided long-term parking.

Discussion: Freight generators often limit truck pickup and delivery to specified appointment times. In urban areas where authorized parking is limited, drivers often choose to wait at MoDOT-owned truck parking facilities far from the freight generator, reducing the available parking spaces for drivers stopping due to Hours of Service regulations. Then when traveling to the freight generator the truck is operating during peak congestion times on the roadway, decreasing the driver’s available time to carry cargo and unnecessarily contributing to peak congestion. If truck staging areas are located at or near the freight generators, the drivers can better plan trips to effectively use available Hours of Service (HOS) and travel to these staging areas outside of peak congestion. This effort complements MARC’s corridor analysis and freight data initiatives, which use similar metrics to identify staging areas and parking needs along key urban freight corridors. More detailed information is contained in the **4.02 Truck Parking Analysis Technical Memorandum**.



Action Items:

- Analyze statewide GPS and American Transportation Research Institute (ATRI) truck movement data to identify high-frequency stopping locations with one- to seven-hour duration trends which can indicate stage parking.
- Coordinate with local public officials, MPOs and RPCs to identify potential locations and strategies to implement stage parking for freight generators.
- Incorporate results into future truck parking plans and multimodal freight planning activities to guide funding and policy priorities.

Missouri SFRP Goals:

- **Prosperous** - Increase partnership coordination with local communities, regional and metropolitan organizations, businesses, transportation service providers and other sectors to identify what transportation projects can better support local economies.
- **Innovative** - Explore technology and develop business practices that result in lower life-cycle costs.

Project Development and Capital Improvements

Recommendation: Expand truck parking spaces along Missouri freight corridors to increase safety and reduce operational costs.

Discussion: Missouri has a substantial shortage in truck parking as described in the **4.02 Truck Parking Analysis Technical Memorandum**. MoDOT pioneered conversion of weigh stations and rest areas to truck parking. The gap of supply compared to demand is projected to grow from 875 (2024) to 1,450 (2050) spaces for public parking and from 2,542 (2024) to 5,010 (2050) for private parking. The recent discretionary grant to increase parking availability on I-70 will reduce this gap slightly.



Source: MoDOT

Action Items:

- Identify opportunities to expand existing truck parking facilities on all freight corridors.
- Publish the Truck Parking Analysis Technical Memorandum to provide information to private facilities to potentially expand availability.
- Collaborate with MPOs, RPCs and local public agencies to identify areas where staging parking could be implemented to reduce demand at MoDOT's long-term sites.
- Consider the addition of truck parking facilities during project scoping.
- Apply for corridor-wide truck parking discretionary grants using the I-70 application as a model.

Missouri SFRP Goals:

- **Safe** - Invest in system-wide safety improvements to reduce fatalities and serious injuries for all modes.

Recommendation: Consider development of intermodal and transload facilities as eligible projects to strengthen modal shift opportunities, reduce roadway deterioration from heavy vehicle movementstt enhance connections between Missouri's highway, rail, waterway and air freight networks.

Discussion: Interviews with Missouri freight-dependent industries show that improving modal transfer efficiency remains a major opportunity to strengthen competitiveness and reduce pressure on the highway system. Heavy agricultural, mining, energy and timber truck movements contribute disproportionately to pavement deterioration and the Federal Highway Administration (FHWA) requires states to identify where these impacts are occurring and where modal alternatives may help reduce long-term maintenance costs.

Expanding intermodal and transload capacity—particularly rail-served or port-based facilities—would provide shippers with viable modal-shift options and relieve corridors experiencing high heavy-truck volumes. These strategies align with the St. Louis Freightway's Freight Development Plan and MARC's Connected Freight KC 2050 Plan, both of which emphasize investments that improve multimodal connectivity and reduce reliance on long-haul trucking.

Action Items:

- Identify and prioritize strategic locations for new or expanded intermodal facilities based on freight flows, commodity types and access to key corridors.
- Collaborate with railroads, port authorities, MPOs and private developers to advance site planning, design and funding.
- Evaluate opportunities for state support or cost-sharing through programs such as the Freight Enhancement Program or federal discretionary grants.

Missouri SFRP Goals:

- **Prosperous** - Increase partnership coordination with local communities, regional and metropolitan organizations, businesses, transportation service providers and other sectors to identify what transportation projects can better support local economies.
- **Connected** - Provide an accessible and connected transportation system for all users.

Recommendation: Partner with Class III railroads for funding to upgrade trackage to accommodate industry standard railcars and increase safety at grade crossings.

Discussion: While the majority of the Missouri Freight rail network is capable of handling industry standard railcars (286,000 lb) gaps remain, predominately on Class III rail lines, where infrastructure limitations prevent full network efficiency. Class III rail lines have limited resources for capital investment. As first- and last- mile connectors, these rail lines provide much needed access to Class I's which is critical for attraction of freight generators to the state while also providing an alternative to truck thereby reducing congestion and goods movement cost. Some track upgrades have been accomplished through the FRE program, however, that program funding is severely limited. Class III stakeholders noted that recent changes at MoDOT reduced eligibility for maintaining active warning systems at crossings. With limited capital funds for on-going maintenance of these systems, the railroad is less likely to pursue these improvements thus reducing safety for both rail and truck freight at these locations. These proposed partnering initiatives also align with the Freightway's call for targeted rail-infrastructure upgrades and bridge improvements that remove freight chokepoints in the St. Louis region. See the **Freight Conditions and Performance Chapter** for more details on the impact of weight limit tracks on the network.

Action Items:

- Support short line tax credit state legislation that encourages investment in Class III rail lines.
- Evaluate whether retiring and replacing dated Class III at-grade crossings should be included in eligible activities for rail crossing program.

Missouri SFRP Goals:

- **Stewardship** - Explore and secure stable funding to support the current system and services for each mode of transportation.
- **Reliable** - Increase reliability of the transportation system in bottleneck areas.



Source: MoDOT

Recommendation: Prioritize targeted improvements in partnership with Amtrak and railroads to maintain and improve on-time performance for the Missouri River Runner and other shared use corridors.

Discussion: Competing interest between freight and passenger rail can pose operational challenges along shared use corridors; targeted investments can help alleviate chokepoints along these critical corridors. This recommendation complements the Freightway Priority Projects List, which includes bridge and rail-corridor enhancements improving both passenger and freight reliability within shared-use corridors. See **Freight Conditions and Performance Chapter** for additional information.

Action Items:

- Work with Amtrak and freight railroads to identify and prioritize shared-use corridor bottlenecks impacting on-time performance.
- Evaluate infrastructure improvements such as siding extensions, universal crossovers, double-tracking and signal modernization to enhance reliability.
- Monitor and report on-time performance metrics to evaluate the effectiveness of targeted improvements and inform future planning.

Missouri SFRP Goals:

- **Prosperous** - Increase partnership coordination with local communities, regional and metropolitan organizations, businesses, transportation service providers and other sectors to identify what transportation projects can better support local economies.
- **Reliable** - Increase reliability of the transportation system in bottleneck areas.



Source: MoDOT

Recommendation: Support development and marketing of “freight-ready” industrial sites adjacent to multimodal corridors.

Discussion: Missouri Partnership, the Missouri’s Department of Economic Development (DED), SmartPort and Freightway all have programs to identify properties ready for freight generator development with utility connections and modal access. MoDOT can coordinate with local and regional partners to advance site readiness for logistics-focused industries. Site readiness complements MoDOT’s infrastructure role by aligning land development with transportation investments.

Action Items:

- Incorporate site-readiness metrics into FRE Program project selection.
- Coordinate with DED, Missouri Partnership, SmartPort and Freightway to identify sites being actively marketed to assess any modal access needs anticipated for inclusion in project prioritization.
- Promote freight-ready sites through MoDOT and regional economic development communications.

Missouri SFRP Goals:

- **Prosperous** - Increase partnership coordination with local communities, regional and metropolitan organizations, businesses, transportation service providers and other sectors to identify what transportation projects can better support local economies.



Communications

Recommendation: Add welcome center, rest area and public truck parking sites to the MoDOT Traveler Information Map and/or update the existing rest area, welcome center and truck parking map.

Discussion: Truck drivers and other motorists would benefit from improved visibility of truck parking information on MoDOT’s web resources, particularly during emergencies. Improving traveler information supports corridor-management goals identified in MARC’s Connected Freight KC 2050 Plan, which encourages consistent freight communication tools across regions. Additional details are provided in **Truck Parking Analysis Technical Memorandum**.

Missouri SFRP Goals:

- **Reliable** – Enhance transportation infrastructure resilience to maintain the movement of people and goods during traffic disruptions.



Recommendation: Incorporate freight infrastructure resilience into the project prioritization and scoping.

Discussion: Reliability is a key factor for goods movement. Extreme weather events reduce reliability. Impacts of weather hazards on modal components of the freight system can be found in the Freight and Rail Impacts Chapter. This analysis provides general guidance for scoping and project prioritization. Some states have performed a proactive, data-driven vulnerability and impact assessment on individual infrastructure elements to incorporate into project prioritization and scoping. Leveraging resources through interagency coordination can provide a more holistic understanding of system risk, guide investment prioritization and enhance emergency preparedness. This effort parallels MARC's and the Freightway's shared focus on freight system resilience and interagency coordination for emergency preparedness.

Action Items:

- Engage with partner MPOs and relevant state agencies.
- Consider freight route weather hazard risk as higher priority in project prioritization process.
- Include major freight routes consideration in development of emergency response tiers.

Missouri SFRP Goals:

- **Prosperous** - Increase partnership coordination with local communities, regional and metropolitan organizations, businesses, transportation service providers and other sectors to identify what transportation projects can better support local economies.
- **Reliable** - Enhance transportation infrastructure resilience to maintain the movement of people and goods during traffic disruptions.



Source: MoDOT



SFRP

State
Freight & Rail
Plan

DRAFT Appendices

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Appendix A: Previous MoDOT LRTP and SFRP Goals

The 2018 Missouri LRTP effort confirmed the four goals of the previous effort and added a fifth. The new goal emphasizes improvement of reliability and congestion reduction. The goal-setting effort included traditional stakeholder engagement and surveys of citizens. An online survey, supported by social media posts drew nearly 700 comments through Facebook and X (formerly Twitter).

2018 Missouri LRTP Goals

- Take care of the transportation system and services we enjoy today.
- Keep all travelers safe, no matter the mode of transportation.
- Invest in projects that spur economic growth and create jobs.
- Give Missourians better transportation choices.
- Improve reliability and reduce congestion on Missouri's transportation system.

2022 Missouri SFRP

In 2022, MoDOT combined its multimodal freight and passenger rail planning efforts into one blueprint and plan. Building on MoDOT's existing goals and aligning with national and state priorities, the SFRP set seven goals. These goals address the transportation system, the planning process, stakeholder collaboration and implementation of the plan. The 2022 SFRP goals were:

- **Maintenance:** Maintain the multimodal freight and passenger rail system in good condition by keeping highways and bridges in good condition and supporting the maintenance of railways, waterways, airports, and multimodal connections.
- **Safety:** Improve the safety and security of the multimodal freight and passenger rail system by supporting efforts to decrease the number and severity of freight vehicle crashes, increase truck parking options, and improve safety throughout the multimodal freight system and the passenger rail network.
- **Economy:** Support economic growth and competitiveness in Missouri through strategic improvements to the multimodal freight network and passenger rail system.
- **Connectivity and Mobility:** Improve the connectivity and mobility of the multimodal freight and passenger rail system by reducing congestion on the roadways; increasing the reliability of the roadways and passenger rail network; supporting improved efficiency of rails, waterways, and airports; and improving

connections between freight modes and between passenger rail and other passenger travel modes.

- **Equity and Environmental Resiliency:** Support equity and environmental resiliency of the multimodal freight and passenger rail system.
- **Process and Innovation:** Institute policies and practices that support the multimodal freight and passenger rail systems, encourage innovation, and promote an efficient use of resources.
- **Customers and Partnership:** Improve coordination and collaboration with regional planning partners and multimodal freight and passenger rail stakeholders.

2017 State Freight Plan Goals

The 2017 State Freight Plan goals were based on steering committee feedback, public engagement, and regional freight plan studies. The plan's four goals consider the conditions, needs, and issues of Missouri's freight transportation system.

System Goals

- **Maintenance:** Maintain the freight system in good condition by keeping highways and bridges in good condition and supporting the maintenance of railways, waterways, airports, and multimodal connections.
- **Safety:** Improve safety on the freight system by decreasing the number and severity of crashes involving commercial vehicles and improving safety at railroad crossings.
- **Economy:** Support economic growth and competitiveness in Missouri through strategic improvements to the freight system.
- **Connectivity and Mobility:** Improve the connectivity and mobility of the freight system by reducing congestion and increasing reliability on the roadways; by supporting improved efficiency of rails, waterways, and airports; and by improving connections between freight modes.

Additional strategic goals related to planning, stakeholder collaboration and plan implementation include:

- **Environmental:** Reduce and/or mitigate the adverse environmental impacts of freight.

- **Organizational & Process:** Institute policies and practices that support the freight system, such as exploring funding flexibility and stability and using technology to improve operations on the freight system.
- **Customers & Partners:** Improve coordination and collaboration with freight stakeholders.

Appendix B: Current MoDOT Goals

Show-Me Zero: 2026–2030

Missouri's Strategic Highway Safety Plan, Show-Me Zero, uses crash data to guide a statewide, safe system approach for reducing traffic fatalities and serious injuries. Led by MoDOT and supported by the Missouri Coalition for Roadway Safety, the plan aims to steadily decrease, and eventually eliminate fatal and severe injury crashes for all who use Missouri's transportation system.

The plan seeks to understand the state of highway safety in Missouri, then overcome deficiencies through five Emphasis Areas: safer people, safer vehicles, safer speeds, safer roads and improved post-crash care.

Through a multi-disciplined approach including education, engineering, enforcement, emergency response and public policy, the effort addresses safety conditions, and behaviors. It addresses safety conditions for vulnerable road users and those who use motorcycles, ATVs and UTVs, as well as behaviors such as impaired and distracted driving; speeding and aggressive driving; and failure to use safety devices such as seat belts and child safety seats.

Missouri develops its strategic highway safety plan every 5 years. It informs other MoDOT plans, such as the LRTP and the Traffic Systems Management and Operations plan. The sixth edition, containing strategies for 2026-2030, was released in Fall 2025.

Show-Me Zero Mission Statement: Truly understand the state of highway safety in Missouri, then improve it by heightening the safety of people, vehicles, speeds, infrastructure, and crash responses.

Show Me Zero Emphasis Areas:

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Infrastructure, and
- Safer Response¹

¹ Missouri Department of Transportation, *Show-Me Zero: 2026-2030*. Jefferson City, Missouri: State of Missouri, 2025. Accessed on October 29, 2025. <https://www.savemolives.com/media/53606>.

MoDOT Transportation Systems Management and Operation Program and Action Plan

The MoDOT Transportation Systems Management and Operation Program and Action Plan establishes strategies to improve the safety, reliability, and capacity of Missouri's transportation system. MoDOT's TSMO program helps get people safely where they want to go while preserving the state's infrastructure. The plan directly supports and aligns with MoDOT's mission and other initiatives such as Show-Me Zero. Since the first formal TSMO advancement effort in 2013, MoDOT has made considerable progress in advancing and integrating TSMO goals into MoDOT's culture. **Table 1** describes the TSMO Goals and Objectives in more detail.

Table 1 – TSMO Goals and Objectives

Goals	Objectives
Operate MoDOT's existing system efficiently, reliably, and effectively through the application of TSMO strategies and programs.	Provide for TSMO deployments statewide.
Consider TSMO solutions and strategies in every MoDOT project.	Include TSMO proactively rather than opportunistically/reactively.
Include TSMO in the planning stages of projects and programs.	Include planning for operations principles in MoDOT planning process documents.
Strengthen TSMO related education and workforce development.	Provide new and supplement existing TSMO outreach, training, and recruitment resources for MoDOT staff and partners.
Document progress toward meeting each goal and MoDOT's stated tangible results.	Quantify and document TSMO performance measures.

Source: <https://www.modot.org/sites/default/files/documents/2024%20MoDOT%20TSMO%20Program%20Plan.pdf>

MoDOT Transportation Asset Management Plan

The MoDOT Transportation Asset Management Plan evolved from strategies established in 2005. Today, it is a "rolling 10-year strategic framework for making cost-effective decisions about allocating resources and managing road and bridge system infrastructure. It is based on a process of monitoring the physical condition of assets,

predicting deterioration over time and providing information on how to invest in order to meet asset management goals.”²

Goals and Objectives

The plan aligns with MoDOT’s Tangible Results and its LRTP. During extensive outreach, Missouri citizens consistently name “taking care of the system” as their primary transportation goal. They prioritize sound bridges and smooth roads. The AMP shares this priority. Its goal is to maintain existing pavement and bridge conditions within the constraints of available funding. Its objective is to seek the best value for every dollar spent to maintain Missouri’s transportation assets in a state of good repair during their lifecycle.

² Missouri Department of Transportation, 121.5 Asset Management: Engineering Policy Guide. Jefferson City, Missouri: MoDOT, 2025. Accessed September 15, 2025. https://epg.modot.org/index.php/121.5_Asset_Management

Appendix C: Other Recent MoDOT Goals

Governor's Supply Chain Task Force

In 2021, then-Governor Mike Parson created a task force of Missouri government and logistics leaders, chaired by then-Director of MoDOT, Patrick McKenna, and then-Director of the Office of Workforce Development Dr. Mardy Leathers. Appointed members included Missouri logistics leaders in industry and regional government.

The goal of the task force was “to identify specific supply chain issues facing Missouri businesses and citizens and develop recommended solutions for implementation by public and private sectors within Missouri to minimize and mitigate those challenges.”³ The Task Force identified 32 recommendations classified into three categories:

- targeted freight investments,
- opportunities to support workforce needs, and
- regulatory and programming opportunities

³ Missouri Department of Transportation and the Department of Higher Education and Workforce Development. *Missouri Supply Chain Task Force: Final Report*. Jefferson City, Missouri: State of Missouri, 2022. Accessed September 15, 2025. <https://www.modot.org/sites/default/files/documents/2022-06-30%20FINAL%20Supply%20Chain%20Task%20Force%20Report.pdf>

Appendix D: Review and Comparison of Existing MoDOT Freight Performance Measures

Examples of Performance Measure Categories

FHWA Freight Performance Measures Primer

The FHWA's *2017 Freight Performance Measure Primer*, a tool for State departments of transportation, and Metropolitan Planning Organizations, gathers and summarizes performance measurement practices that are “meaningful, effective and consistent.”⁴ The recommended policy goals and performance measures can help states and MPOs focus their investment of federal funds and increase system efficiency by creating a record of performance that can assist in forecasting how investments could impact freight flows in multiple modes, systemwide.

Recommended Freight Performance Measures for DOT and MPO freight plans are shown in **Table 2**.

Table 2 – FHWA Freight Performance Measures Primer Recommended Measures

Category	Mode	Measure
Safety	Highway	Motor carrier crash rate
		Motor carrier truck at-fault rate
		Number of heavy truck-related fatalities
		Capacity of weigh stations (number of trucks processed per hour)
		National highway system pavement conditions
		National highway bridge conditions
		National highway system intermodal connector condition
		Total cost of freight loss and damage from accidents/Vehicle Miles Traveled (VMT)

⁴ Federal Highway Administration, Department of Transportation. *Freight Performance Measure Primer*. Washington, DC: U.S. Government, 2017. Accessed September 16, 2025. <https://ops.fhwa.dot.gov/publications/fhwahop16089/sum.htm>.

Category	Mode	Measure
	Railway	Total loss and damage from accidents per route-mile
		Total loss and damage from accidents per ton moved
		Number of at-grade railroad crossings along freight significant corridors such as freeways and interregional corridors
		Number of rail fatalities
		Train derailments per ton moved
	Water	Value of cargo lost or damaged per ton, or value of cargo moved
		Containers damaged or lost per containers handled/total containers
	Air	Total loss and damage from accidents divided by value of freight
		Percent of study airports meeting Traffic Safety Administration (TSA) guidelines for general aviation security
		Incidents per 1,000 operations at freight-significant airports
Maintenance and Preservation	Highway	Percent of pavement in good condition on freight significant highways
		Number of weight restricted bridges divided by total number of bridges
		Percent of bridges that meet good and poor structural condition thresholds
		Service life remaining on highway pavement
		Benefit of truck weight enforcement on pavement service life
	Railway	Miles of track in expected or Federal Railroad Administration Class I divided by total miles of Class I track
		Number of double-stack tunnel restrictions divided by number of tunnels
	Water	Percent of tons on river moving through locks with constraints

Category	Mode	Measure
		Unscheduled lock closure time (hours)
		Channel depths at the port divided by depths at competitive ports
	Air	Percent of pavement in fair or poor condition at freight-significant airports
Mobility, Reliability, and Congestion	Highway	Percent of interstate providing reliable travel times
		Percent of interstate where peak hour travel times meet expectations*
		Percent of non-interstate National Highway System providing reliable travel times*
		Percent of non-interstate NHS where peak hour travel times meet expectations*
		Annual hours of excessive delay per capita*
		Urban: Average hours of delay per day for freight vehicles on freight-significant links
		Urban: Travel Time Index on freight-significant links (ratio of the peak travel time to free-flow travel time)
		Percent of interstate mileage providing for reliable truck travel times*
		Percent of interstate mileage that is uncongested*
		Clearance time for incidents, crashes, or hazardous materials
		Number of intersections and ramps with inadequate turning radii for large trailers on freight significant corridors
		Urban: Buffer Index on freight-significant links (ratio of the 95th percentile travel time to average travel time or free flow travel time)
		Rural: Average hours of delay per day for freight vehicles on freight-significant links

Category	Mode	Measure
		Number of truck rest areas and their capacities
		Rural: Average travel time on freight-significant links
	Railway	Tons or ton-miles of freight over relevant period
		Average terminal dwell time train-hours of delay
		Percent of rail track-miles with 286,000-pound railcar capacity rating
		Railroad corridor level of service
	Water	Tons of traffic arriving at a port
		Twenty-Foot Equivalent Units (TEUs) passing through port (port throughput)
		Gate reliability or truck turn time
		Ship unload rate (time per container)
		Ship load rate (time per container)
		Average delay per barge tow on river
	Air	Flight frequency by airlines with cargo capacity (number per day)
		Average time between flights by airlines with cargo capacity (minutes)
		Percent of on-time departures at freight significant airports
		Percent of on-time arrivals at freight significant airports
Accessibility and Connectivity	Highway	Triple trailer VMT as a percentage of total freight VMT
		Percent of major generators with appropriate roadway access to interregional corridors and major highways
		Percent of shippers with access to triple network

Category	Mode	Measure
	Railway	Class I: Ratio of unit train carloads (or tons) divided by total carloads (or tons)
		Percent of shippers within 50 miles of intermodal trailer-on-freight-car (TOFC) facility
		Percent of major freight generators with appropriate rail access
		Number or capacity of intermodal facilities
	Water	Shippers within 50 miles of river port (for barge accessibility)
		Availability of container-handling capability and/or bulk transfer capability
	Air	Flight frequency by airlines with cargo capacity (number per day)
		Average time between flights by airlines with cargo capacity (minutes)
		Average travel time delay for trucks on airport access roads
		Number of docks or acres of cargo-handling facilities
Environmental	All	Total tons of emissions reduced from Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects for applicable criteria pollutants and precursors
	All	Pounds of greenhouse gas emissions
	All	Increase in energy consumed or costs related to energy consumption
	All	Increase in air pollution impacts/costs

Source: FHWA, Freight Performance Measure Primer.
<https://ops.fhwa.dot.gov/publications/fhwahop16089/sum.htm>.

Review of Existing MoDOT Freight Performance Measures

Table 3 – Existing Performance Measures

Performance Measure	Data	Source	SFRP Implementation
Number and rate of fatalities involving Commercial Motor Vehicles – 1e	Crash statistics	MoDOT, Missouri State Highway Patrol	
Reliability on major routes – 4a Annual Hours of Truck Delay	Travel Time Truck Travel Times	MoDOT National Performance Management Research Data Set	
Cost of congestion on selected state roads – 4b	Delay costs	Regional Integrated Transportation Information System, U.S. Bureau of Labor Statistics, American Transportation Research Institute	Consider analyzing commercial motor vehicles only.
Average time to clear traffic incidents – 4c	Incident duration	MoDOT	
Unplanned incident impacts on major interstate routes – 4d	Number of crashes	MoDOT, Enhanced Interchange Safety Analysis Tool - AASHTO Highway Safety Manual	
Percent of structurally deficient deck area on National Highway System – 5b	Bridge condition ratings	MoDOT	

Table 4 – NCFRP Program Report 10 Freight Performance Measures

Category	Performance Measure
Freight Demand	Freight volumes in tons, all modes Truck freight volumes in tons Rail freight volumes in tons Inland water freight in tons Containerized imports/exports (Loaded TEUs)
Freight Efficiency	Interstate highway speeds Interstate highway reliability measure Top interstate bottleneck rankings Composite class I railroad operating speed Rail freight market share of ton-miles Logistics as a percentage of Gross Domestic Product
Freight System Condition Indicators	NHS bridge structural deficiencies NHS pavement conditions
Freight Environmental	Truck emissions – overall Particulate emissions Truck NO _x emissions Volatile Organic Compounds (VOC) emissions Greenhouse emissions Rail-produced Greenhouse Gas emissions Water-produced Greenhouse Gas emissions Rail VOC and NO _x emissions Ship NO _x emissions.
Freight Safety	Truck injury and fatal crash rates Highway rail at-grade incidents
Freight Investment	Investment to sustain NHS. Rail industry cost of capital Estimated capital to sustain rail market share. Investment to sustain inland waterway system

Source: Transportation Research Board, National Cooperative Freight Research Program Report 10: Performance Measures for Freight Transportation, 2011. https://ssti.us/wp-content/uploads/sites/1303/2011/11/ncfrp_rpt_010.pdf

Table 5 – Bottleneck Performance Measures

Performance Measure	Description
Total Delay (vehicle-hours and person-hours)	Actual vehicle hours (or person-hours) experienced in the highway section minus the vehicle-hours (or person-hours) that would be experienced at the reference speed. Total delay is only possible to compute if traffic volumes have been integrated. If not, unit delay (delay per vehicle) is substituted.
Mean Travel Time Index (MTTI)	The mean travel time over the highway section divided by the travel time that would occur at the reference speed.
Planning Time Index (PTI)	The 95 th percentile Travel-Time Index computed as the 95 th percentile travel time divided by the travel time that would occur at the reference speed.
80 th Percentile Travel Time Index (P80TTI)	The 80 th percentile Travel-Time Index computed as the 80 th percentile travel time divided by the travel time that would occur at the reference speed.
Hours of Congestion per Year	Number of hours where vehicle speeds are below thresholds defined for three functional classes: • Freeways and multi-lane highways: 50 mph. • Rural two-lane highways: 40 mph. • Signalized arterials: 30 mph.
95 th Percentile Queue Length	Developed from a distribution of queue lengths, the highway distance where the speeds of contiguous segments upstream of an identified bottleneck location are less than: • Freeways, multi-lane, and two-lane highways—30 mph. • Signalized highways—15 mph.
Average Queue Length	Average highway distance where the speeds of contiguous segments upstream of an identified bottleneck location are less than: • Freeways, multi-lane, and two-lane highways—30 mph. • Signalized highways—15 mph.
Delay Cost	This is the monetized value of delay. It considers time of delay, the number of occupants and the value of their time. (Tracker 4b)
Reliability Cost**	This measure factors in the value highway users place on reliability. The topic is evolving as there is no agreed upon methodology for valuing reliability. Users can incorporate the value of reliability in their analyses but should document their assumptions. This Guide does not consider reliability costs further.
Fuel Cost	The cost of additional fuel expended during delay is calculated using the average cost of gasoline and diesel, total annual delay time, average speed and average fuel economy of passenger or commercial vehicles.
**This measure was left out of the 2022 SFRP table of bottleneck performance measures, likely due to no widely accepted methodology to calculate measure.	

Source: FHWA, *Freight Performance Measure Approaches for Bottlenecks, Arterials, and Linking Volumes to Congestion Report*, 2015, <https://ops.fhwa.dot.gov/publications/fhwahop15033/sec4.htm#sec43>.

Appendix E: Best Practices

Florida

Florida’s 2024 Freight Mobility and Trade Plan “identifies freight transportation facilities critical to the state’s economic growth and guides multimodal freight investments in the state.”⁵ The plan includes performance measures that track achievement toward the plan goals, as shown below in **Table 6**. Florida categorizes these measures by mode: highway, rail, seaport, and aviation, and describes them in terms of:

- **Quantity** – how much freight is moved;
- **Quality** – How good or bad the travel experience is, in addition to how good or bad system conditions are rated; and
- **Utilization** – How much of the transportation system is used/available.

Table 6 – Florida Freight Mobility and Trade Plan Performance Measures

Mode	Quantity	Quality	Utilization
Highway	Truck Miles Traveled Combination Truck Miles Traveled Combination Truck Ton Miles	Combination Truck On-Time Arrival Combination Truck Planning Time Index Combination Truck Hours of Delay Truck Bottlenecks Percent of Travel Meeting Level of Service Highway Pavement Conditions Bridge Conditions Highway (Truck) Safety	Truck Empty Backhaul Truck Parking Utilization
Rail	Rail Tonnage	Rail Crashes	
Water	Seaport Tonnage		
Aviation	Aviation Tonnage	Aviation Departure Reliability	

Source: Florida Freight Mobility and Trade Plan, <https://www.fdot.gov/rail/plandev/freight-mobility-and-trade-plan>

⁵Florida Department of Transportation. Florida Freight Mobility and Trade Plan. Tallahassee, Florida: State of Florida, 2024. Accessed September 16, 2025. <https://www.fdot.gov/rail/plandev/freight-mobility-and-trade-plan> .

Florida's Truck Empty Backhaul measure is notable. For a number of reasons, Florida's trade is out of balance with other states. It consumes more than it produces. Trucks hauling goods into Florida return empty so often that freight haulers charge higher rates to cover the unloaded backhaul costs. To quantify the issue, the Florida DOT gathers overall load and axle load weight information from weigh-in-motion scales to quantify the issue. Similar conditions exist for shipments for rail and cargo container shipments+.

This measure helps Florida define the extent of the trucking issue while it works to formulate strategies to address this and other supply chain issues.

Texas

The goals and objectives of Texas' 2023 Freight Mobility Plan - *Texas Delivers 2050*, are based on two inputs:

- Alignment with national freight goals and objectives, as well as TxDOT's vision, mission, and other statewide transportation plans.
- Stakeholder input from statewide workshops, the Supply Chain Working Group, and the Texas Freight Advisory Committee.⁶

The goals and objectives support TxDOT's priorities: safety, equity, technology deployment and diversity. These goals and objectives are discussed further below in **Table 7**.

Table 7 – Texas Freight Mobility Plan Goals and Objectives

Goals	Objectives
Safety – Improve the safety, efficiency, and performance of the Texas Multimodal Freight Network.	Reduce traffic fatalities and serious injuries. Reduce crashes. Improve safety at rail crossings.
Economic Competitiveness – Improve the performance of the TMFN to enhance the contribution of transportation infrastructure to economic competitiveness, productivity, and development throughout the state.	Support job growth and retention. Support manufacturing and research & development. Work with other state and local agencies to connect residents with freight employment opportunities. Identify critical freight infrastructure for the near-term and long-term.

⁶ Texas Department of Transportation. *Texas Delivers 2050*. Austin, Texas: State of Texas, 2023. Accessed September 16, 2025. <https://www.transportation.gov/sites/dot.gov/files/2023-12/texas-delivers-2050.pdf>

Asset Preservation and Modernization - Maintain, preserve, and modernize assets on the TMFN to support multimodal movement of goods and people.	Maintenance and improvement of bridges. Maintenance and improvement of pavement. Modernize freight infrastructure to promote operational efficiency and meet the needs of future freight movements. Innovative technologies and operations strategies including intelligent transportation systems, which improve the safety and efficiency of freight movement
Mobility and Reliability – reduce congestion and improve system efficiency and performance on the TMFN.	Reduce congestion and delay. Improve travel time and reliability. Improve cross-border travel time reliability.
Connectivity – Improve urban and rural system connectivity between all freight modes and all industry sectors to regional, statewide, national, and international markets.	Increase the number of intermodal connections and improve existing connections/hubs. Improve first-and-last-mile connections between freight modes and freight generators. Maintain and improve access to critical regional, statewide, and national freight facilities.
Resiliency and Security – Develop and maintain a resilient and secure multimodal system that can withstand and respond to various sources of disruptions including extreme weather and stormwater runoff and flooding.	Maintain and improve multiple connections between freight hubs to promote operational efficiency. Strengthen and secure supply chains throughout Texas.
Equity – Encourage equitable distribution of the positive and negative impacts of freight movement across all Texans.	Minimize, mitigate, or eliminate adverse impacts (e.g., emissions and wildlife habitat loss) from transportation projects on historically disadvantaged communities. Work with historically disadvantaged communities to encourage and increase access to economic opportunities within the freight and logistics sectors.
Stewardship — Manage environmental and agency resources responsibly, and foster accountability and transparency in decision-making.	Build strategic projects that add capacity to the system in the right locations at the right time. Be accountable to customers and taxpayers and incorporate their feedback into policies, programs and projects. Strategically advance innovative transportation projects and policies to position Texas as a leader in energy, manufacturing and research and development. Partner with freight providers to support the opportunities for alternative fuels. Communicate information and provide intelligent transportation systems (ITS) solutions that continue to improve safety and facilitate the movement of goods and people.

Sustainable Funding — Identify sustainable funding sources for all freight transportation modes.	For capacity adding projects, conduct rigorous analysis to support a significant return on investment. Document and prioritize funding needs for freight transportation in the near-term and long-term. Educate the public and stakeholders about transportation funding issues and the need for more sustainable funding sources. Partner with freight providers and operators to identify ways to jointly build and operate new infrastructure. Describe how the State will invest and match its National Highway Freight Program funds. Support policies that incentivize private sector investments.
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As the second largest economy in the United States, contributing nearly 9% of the 2019 U.S. total gross domestic product,⁷ Texas closely monitors the health of its freight system. Among the key trends TxDOT monitors within the *Texas Delivers 2050* plan are freight disruptors. Texas evaluates such disruptors as extreme weather, labor supply, cyberattacks, infrastructure failures and geopolitical conflicts as risks in order to address vulnerabilities.

Ohio

Access Ohio 2045, Ohio's Freight Plan, considered the needs of State's entire freight system. It focuses not only on today's needs but examines adaptations to ever-changing demands in each freight mode.

MoDOT often compares itself to the Ohio DOT because of similarities between the two states' multimodal network, geography, demographics, weather conditions and number of bridges. By comparing ODOT's goals and objectives to its own, MoDOT can substantiate the validity of its own choices and take inspiration from differences.

Table 8 lists the Focus Areas or Strategies included in Ohio's Freight Plan in greater detail.

⁷ Texas Department of Transportation, Texas Delivers 2050: Texas Freight Mobility Plan, December 1, 2022. Accessed October 29, 2025. <https://ftp.txdot.gov/pub/txdot/move-texas-freight/resources/texas-delivers-2050.pdf>

Table 8 – Ohio Freight Plan Focus Areas and Strategies

Focus Area/ Strategy	Safety	Preservation	Efficiency and Reliability	Economic Competitiveness	Environment	Quality of Life	Mobility and Accessibility
Planning							
Develop/conduct freight specific plans and studies	✓	✓	✓	✓	✓	✓	✓
Monitor and track progress to Transport Ohio goals/performance	✓	✓	✓	✓	✓	✓	✓
Expand access to freight related data and information	✓	✓	✓	✓	✓	✓	✓
Encourage Ohio's regions to develop multimodal freight transportation plans and assessments	✓	✓	✓	✓	✓	✓	✓
Operations and Maintenance							
Maintain transportation assets (including enabling technologies) in a state of good repair		✓		✓			
Employ TSMO strategies to address congestion and improve reliability along key Strategic Freight System corridors	✓		✓		✓		
Identify and mitigate extreme weather and other risks to freight transportation	✓		✓		✓	✓	
Reduce the number of freight traffic-related fatalities and serious injuries	✓						
Expand access to truck parking within Ohio	✓	✓	✓	✓			

Innovation and Technology							
Continue to position Ohio as a national leader and support the adoption of connected and automated vehicle technologies for freight	✓		✓	✓			✓
Study and support the expanded use of drones/Advanced Air Mobility for last-mile freight deliveries			✓	✓			
Encourage adoption of alternative fuel vehicles for goods movement, including trucks, locomotives, and vessels		✓	✓				
Coordination and Partnerships							
Facilitate and strengthen ongoing dialogue between ODOT and freight stakeholders	✓	✓	✓	✓	✓	✓	✓
Partner with public agencies on project delivery and strategic initiatives	✓	✓	✓	✓	✓	✓	✓
System Investment							
Prioritize transportation system investments that grow the economy and improve access to jobs	✓	✓	✓	✓	✓	✓	✓
Support multimodal freight transportation investments that align with community values, public health, environment, and equity		✓			✓	✓	
Manage and distribute pass-through freight funding to modal agencies	✓	✓	✓	✓	✓	✓	✓
Engage the private sector in Public-Private Partnership opportunities	✓	✓	✓	✓	✓	✓	✓

Source: Ohio Department of Transportation, Access Ohio 2045, 2022. Accessed October 29, 2025.
https://www.dot.state.oh.us/Documents/AO45/AO45_OhioTransportationPlan_Final_UPDATED_110624.pdf.

Minnesota

Minnesota's State Freight Plan, adopted in November 2024, addresses a five-year forecast period. It identifies performance measures that track performance toward these goals and the more specific objectives.

The MSFP goals and objectives are drawn from the goals identified in Minnesota's highest level transportation policy plan, the Statewide Multimodal Transportation Plan – and from needs identified through stakeholder engagement, and by assessing the transportation system's condition and performance. They include:

- **Freight system stewardship**

- Preserve and Improve Minnesota's Freight Infrastructure: Invest in infrastructure projects that maintain a state of good repair for Minnesota's highways, bridges, railroads, airports, and waterways.
- Strategically Invest in New Freight Infrastructure: Identify and invest in projects that expand freight service to new modes or to new markets.
- **Improve freight safety**
 - Improve Freight System Safety: Reduce the frequency of crashes on Minnesota's freight system.
- **Connect Minnesotans and Businesses**
 - Improve Freight Mobility, Velocity and Reliability: Reduce the impacts of truck bottlenecks, eliminate physical barriers to freight movement and improve freight system reliability.
 - Consideration of All Freight Modes in Planning and Design: Continue to educate stakeholders on freight needs and encourage the inclusion of freight at all levels of planning and design.
- **Safeguard Minnesota's Health and Environment**
 - Reduce Freight's Impact on the Environment: Support programs and projects that reduce vehicle emissions and wildlife habitat loss.
 - Increase Freight System Resiliency: Support projects and programs that result in a freight system more resilient to major disruptions such as severe weather events.
 - Minimize Disparate Freight Impacts to Underserved or Overburdened Communities: Support programs, projects and policies that reduce the impacts of the freight system on overburdened communities.
- **Support Minnesota's Economy**
 - Support and Grow Minnesota's Freight Industries: Support projects that improve the competitiveness of Minnesota's freight industries through lower costs and better freight service.

In order to track progress toward goals and measure the effects of transportation investment, the Minnesota DOT developed a slate of performance measures that can be seen in Table 9.

Table 9 – Minnesota State Freight Plan Performance Measures

State Multimodal Transportation Plan Objectives/Focus Areas	State Freight Plan Objectives	Performance Measures	Actors
Safety/Transportation Safety	Improve Freight System Safety	Combined Freight-Involved Fatalities	MnDOT/NTSB
		Fatal Truck Crashes	MnDOT/NTSB
		Fatal Truck Crash Rate	MnDOT/NTSB
		Serious Truck Injury Crashes	MnDOT/NTSB
		Serious Injury Truck Crash Rate	MnDOT/NTSB
		Severe Crashes Involving Trucks	MnDOT/NTSB
		Railroad Crossing Fatalities	MnDOT/NTSB/ FRA
		Railroad Crossing Serious Injuries	MnDOT/NTSB/ FRA
		Annual Rail Derailments	MnDOT/NTSB/ FRA
		RR Trespassing Incidents	MnDOT/Private Sector/FRA/RR's
		Rail Grade Crossing Risk	MnDOT/Private Sector/FRA

State Multimodal Transportation Plan Objectives/Focus Areas	State Freight Plan Objectives	Performance Measures	Actors
Aging Infrastructure/System Stewardship	Preserve and Improve Minnesota's Freight Infrastructure	NHS Pavement in Good Condition	MnDOT
		Trunk Highway in Good Condition	MnDOT
		NHS Bridge Condition	MnDOT
		Trunk Highway Bridge Condition	MnDOT
		NHS Culvert Condition	MnDOT
		Airport Pavement Condition	MnDOT/Private Sector
		Ports, Locks, Dams Service Life	MnDOT/USACE
	Strategically Invest in New Freight Infrastructure	Funding Allocated (New or Expanded Freight Infrastructure)	MnDOT
Climate/Climate Action	Reduce Freight's Impact on the Environment	Age of Registered Minnesota Trucks	MnDOT/ Private Sector/MN DPS
		Age of Minnesota Truck Fleet	MnDOT/Private Sector
		Zero Emission Medium/Heavy Duty Vehicles	MnDOT/Private Sector
		HCAADT Vehicle-Mile Proximity to Alternative Fuel Stations	MnDOT
		Wildlife Habitat Loss	MnDOT/Local Municipalities
		Mode Shift	TBD
		Dwell Time	TBD
	Increase Freight System Resiliency	Freight Resiliency to Severe Weather Events	MnDOT
Economy and Employment	Support and Grow Minnesota's Freight Industries	Freight Employment by Industry	MnDOT/DEED/Private Sector
		Freight Tonnage by Mode	MnDOT/FHWA
		Freight Value by Mode	MnDOT/FHWA
		Proximity to Freight Facilities	MnDOT
		Intermodal Container Lifts	MnDOT
		Cost of Transportation	TBD/Private Sector
		Empty/Deadhead Truck Miles	TBD
Critical Connections		Truck Travel Time Reliability	MnDOT

State Multimodal Transportation Plan Objectives/Focus Areas	State Freight Plan Objectives	Performance Measures	Actors
	Improve Freight Mobility, Velocity, and Reliability	Roadway Truck Bottlenecks	MnDOT
		Hours of Delay	MnDOT
		Truck Speed	MnDOT
		OSOW Barriers Removed	MnDOT
		Truck Ton Miles	MnDOT
Equity/Healthy Equitable Communities	Minimize Disparate Freight Impacts to Underserved or Overburdened Communities	Population in Designated Food Deserts	MnDOT/State Demographer/ Minnesota Federal Reserve
		Workforce Participation Rate	MnDOT/DEED
		Freight Investment in Justice40 Areas	MnDOT
		Freight GHG Emissions Impacts	MnDOT/ Minnesota GHG Emissions Impact Mitigation Working Group
		Concentrations and Levels of Air Pollutants Near EJ Communities	MnDOT/EPA
		Freight Workforce Demographics	MnDOT/DEED
		Quantity and Freight Volumes of Parcel Aggregation, Micro Hubs, and Similar Infrastructure	MnDOT/Local Municipalities
Transportation Options	Consideration of All Freight modes in Planning and Design	Proportion of City, County, and Regional Transportation Studies and Plans Including Consideration of Freight Modal Issues	MnDOT/Local Municipalities, Met Council

Source: Minnesota Department of Transportation, Minnesota State Freight Plan, 2024. Accessed October 28, 2025. <https://www.minnesotago.org/final-plans/state-freight-plan/appendix-b>

One notable measure in Minnesota's Critical Connections focus area is Oversize Overweight barriers removed. OSOW loads are those that can travel only with special permission and/or with assigned routes because they exceed legal width, height, length, and/or weight limits. Long-term OSOW barriers can include structures such as low overhead bridges, narrow roads, weight restricted bridges or geometric issues such as tight turns.

When issuing an OSOW permit, the state authority attempts to create an efficient route. However, when barriers are present, routing can become complex, involving several

turns and different highways. This can add distance and time to a move, increasing labor, fuel, and equipment costs.

Kentucky

The Kentucky Statewide Freight Plan (KFP) was adopted in 2020 and serves as supporting document for implementation of the state’s Long Range Statewide Transportation Plan. The KFP is included as an example of a state plan that has a well-defined freight performance framework aligned with goals and measured vigorously. The plan identifies a set of performance measures that support three specific purposes: planning, implementation, and accountability. The KFP performance measures are shown in **Table 10**.

In addition to the performance measures, the KFP also identifies indicators which are key data points used to monitor the status of the freight system but are outside the direct control of the Kentucky Transportation Cabinet.

Table 10 – Kentucky Statewide Freight Plan Performance Measures

Goal: Enhance safety	
Objectives	Performance Measures
Reduce rates of crashes, injuries, and fatalities involving commercial vehicles. Provide adequate truck parking availability. Minimize the time the freight network suffers interruption from an incident. Reduce the conflict between freight vehicles and pedestrians/bicycles.	Commercial vehicle crash rate Grade crossing crash/incident rate
	Indicators Number of public truck parking spaces Railroad incidents/near-misses Inland waterway crashes/incidents Aviation crashes/incidents Change in tonnage/value/miles Resiliency – recovery Hours of downtime on freight network resulting from incidents

Goal: Deliver a high level of maintenance and resiliency	
Objectives	Performance Measures
Keep Kentucky's state highway pavement, bridges, and highway-related assets in good condition. Assist modal partners in achieving state-of-good repair for aviation, riverports, rail, and navigable waterway infrastructure. Maintain a program of public, highway-rail at-grade crossing evaluations. Protect transportation infrastructure crucial for freight movement from extreme weather events, including from flooding and stormwater runoff. Provide a level of redundancy to the system supporting the freight network.	Percent of structurally deficient bridges on freight network Percent of freight network meeting pavement condition targets Number of weight-restricted bridges on the freight network Number of vertical restrictions on the freight network Congestion of the freight network (level of service or volume/capacity) Reliability (buffer index/planning index) Pavement and bridge ratings on intermodal connectors and roads leading to major energy/manufacturing centers
	Indicators
	Percent of publicly owned airports meeting the commonwealth's standards Rate of dredging Condition of locks and dams
Goal: Facilitate a reliable flow of people and freight	
Objectives	Performance Measures
Improve the efficiency of freight transportation and the capacity of freight-related infrastructure throughout Kentucky. Deliver construction and maintenance projects in a manner to reduce freight delays or disruptions. Facilitate cooperation in the development and operations for all modes which creates seamless trips for goods.	Congestion on intermodal connectors and roads leading to major energy/manufacturing centers Reliability on intermodal connectors
Goal: Provide local, regional, and global connectivity for communities	
Objectives	Performance Measures
Reduce impediments to access multimodal facilities. Address bottlenecks on the freight network. Improve access to freight generators, including energy activity areas and freight-related businesses.	Last mile LOS ratings Bottlenecks (Delay) Bottlenecks (Reliability)
	Indicators
	Change in freight ton-miles. Change in freight tonnage movement by mode.

Goal: Reduce environmental impact through improved freight system efficiencies	
Objectives	Performance Measures
Reduce the environmental impacts of building, maintaining, and operating Kentucky's transportation system. Reduce emissions and minimize freight impacts to historically disadvantaged communities and wildlife habitats. Avoid, minimize, or mitigate environmental impacts related to freight movements	MPO air quality ratings Truck CO₂ emissions per mile on interstate highways
	Indicators
	Number of freight crashes that require environmental cleanup. Change in freight tonnage movement by mode/fuel

Source: Kentucky Transportation Cabinet, Kentucky Statewide Freight Plan, 2020. Accessed October 28, 2025.
<https://transportation.ky.gov/MultimodalFreight/Documents/Chapter%203%20-%20Goals%20and%20Performance%20Measures.pdf>

Georgia

The Georgia Department of Transportation uses Governor Brian Kemp's Strategic Goals for the state to guide its goals for its transportation and freight plans. These goals include:

- Make Georgia #1 for Small Business
- Reform State Government
- Strengthen Rural Georgia
- Put Georgians First

Vision

Georgia will be the global gateway of choice, providing reduced time to market, superior supply-chain efficiency, and reliability from destination to end customer.

Mission Statement

The State, in partnership with private-sector and local and Federal governments, will identify and promote the implementation of activities that improve the capacity, capability, and connectivity of today's supply chains. This will leverage intermodal freight connectors to destinations both inside and outside of Georgia to generate a competitive advantage that benefits Georgians.

Table 11 describes Georgia DOT's performance measures in greater detail.

Table 11 – Georgia Performance Measures

Key Performance Indicator	Definition	Performance Measure
Safety	Social cost of crashes	Cost of crashes per vehicle mile traveled
Reliability	Vehicle hours of unreliability	Difference between 95 th percentile travel times and average travel times
Speed	Vehicle speed	Average vehicle speed (mph)
Cost	Cost to shippers and carriers	Total delay cost per vehicle mile traveled
Risk	Potential for interference in operations, cost structure, market, or resource access	Natural hazard exposure, modal and multimodal redundancy, relevant market share

Source: Georgia Department of Transportation, Georgia Freight Plan, 2023. Accessed October 29, 2025. <https://www.dot.ga.gov/InvestSmart/Freight/GeorgiaFreight/GeorgiaFreightPlan.pdf>.

Washington

The 2022 Washington State Freight System Plan goals include the six policy goals set by the Washington State Legislature for WSDOT's entire portfolio of plans. These include:

Preservation: to maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system.

Safety: to provide for and improve the safety and security of transportation customers and the transportation system.

Stewardship: to continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system.

Mobility: to improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.

Economic Vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to promote a prosperous economy.

Environment: to enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

Table 12 provides greater detail on Washington State's Freight System Plan performance measures.

Table 12 – Washington Performance Measures

Type	Measure
Statewide Transportation Policy Goals	
Safety	Rate of traffic fatalities per 100 million vehicle miles traveled statewide
	Rate of recordable incidents for every 100 full-time WSDOT workers
Preservation	Rate of recordable incidents for every 100 full-time WSDOT workers
	Percentage of state bridges in fair or better condition by bridge deck area
Mobility (Congestion Relief)	Highways: Vehicle Miles Traveled (VMT) on state highways
	Highways: Average incident clearance times for all Incident Response program responses
	Ferries: Percentage of trips departing on time
	Rail: Amtrak Cascades on-time performance
Environment	Number of WSDOT stormwater management facilities constructed
	Cumulative number of WSDOT fish passage improvement projects constructed
Stewardship	Cumulative number of Nickel and TPA projects completed and percentage on time

Type	Measure
	Cumulative number of Nickel and TPA projects completed and percentage on budget
	Variance of total project costs compared to budget expectations
Transportation Performance Management	
Highway Safety	Number of traffic fatalities on all public roads
	Rate of traffic fatalities per 100 million vehicle miles traveled (VMT) on all public roads
	Number of serious traffic injuries on all public roads
	Rate of serious traffic injuries per 100 million VMT on all public roads
	Number of non-motorist traffic fatalities plus serious injuries
	Rate of per capita traffic fatalities for drivers and pedestrians 65 or older
	Rate of fatalities on high-risk rural roads
	Highway-railway crossing fatalities
Pavement and Bridges	Percent of interstate pavement on the NHS in good condition
	Percent of interstate pavement on the NHS in poor condition
	Percent of non-interstate pavement on the NHS in good condition
	Percent of non-interstate pavement on the NHS in poor condition
	Percent of NHS bridges classified in good condition (weighted by deck area)
	Percent of NHS bridges classified in poor condition (weighted by deck area)
Highway System	Percent of person-miles traveled on the interstate system that are reliable
Performance, Freight, and Congestion Mitigation & Air Quality	Percent of person-miles traveled on the non-interstate NHS system that are reliable
	Truck Travel Time Reliability (TTTR) Index
	Non-Single Occupancy Vehicle (SOV) travel in Seattle urbanized area (NHS)
	Peak hours of Excessive Delay per capita in Seattle urbanized area (NHS)
	All Pollutants (kg/day)
	Carbon Monoxide (CO) (kg/day)
	Particulate Matter less than 10 microns (PM10) (kg/day)
	Particulate Matter less than 2.5 microns (PM2.5) (kg/day)
	Nitrogen Oxides (NOX) (kg/day)

Source: Washington State Department of Transportation, Washington State Freight System Plan Update, 2022. Accessed October 28, 2025. https://wsdot.wa.gov/sites/default/files/2022-11/Appendix-E-FSP-System-Performance_0.pdf

Appendix F: Stakeholder Outreach Activity Summary

Trucking

Trucking Roundtable

July 11, 2025, Noon-1:00 p.m.

8 attendees, 5 from Trucking sector

Key Themes: Truck driver safety, productivity, shortage of truck parking overall and particularly in/around industrial areas and distribution centers, driver adoption of technology

How this information shaped the SFRP:

These long-term professional drivers verified the Missouri SFRP truck parking survey results. Their descriptions of the impacts truck parking issues have on their daily productivity humanize the parking shortage described by the data. Drivers' suggestions for public truck parking areas, including a desire for more parking spaces above other attractive amenities, help set priorities for possible future construction. Drivers' laments regarding the lack of parking in and around industrial areas and distribution centers prompted the possibility of MoDOT coordination with local planners and governments. Information on drivers' widespread use of apps to gather parking availability information and their frustration with third-party companies monetizing parking spaces also influenced the Missouri SFRP Truck Parking analysis technical memo. Truck drivers urge Missouri to include truck driver needs when planning for the future.

Trucking Modal Meeting

June 16, 2025, 3:00-4:30 p.m.

16 attendees, 7 from Trucking sector, management level

Key Themes: Concern regarding a shortage of safe, convenient truck parking – especially during weather or emergency incidents, preference for truck parking spaces over amenities, a need for more staging parking due to shipper/receiver restrictions, younger drivers' prioritization of home time, drivers becoming more technologically savvy, and global trade disruptions reshaping logistics.

How this information shaped the SFRP:

These trucking industry professionals verified the study's bottleneck findings and provided possible explanations for outlier results. They also questioned some early truck parking surplus findings, prompting a reexamination of data. Members of the group confirmed identified trends and explained how different predictions might affect drivers and carriers. According to the group, Missouri experiences no notable current

cargo theft at rest areas. This group also expressed a desire for more truck parking spaces prior to installation of parking availability systems.

Truck Driver Survey for Missouri Truck Parking Study

March 3-16, 2025

84 completed surveys — More than 20,000 emailed invitations and a news story in Land Line media promoted the survey. The low participation rate is a result of what one trucking professional calls “truck parking survey burnout” among drivers. It is a known phenomenon.

Key Themes: Statewide need for additional truck parking; 70 percent of respondents spend more than 30 minutes searching for parking; preference for restrooms and additional lighting among possible amenities at public truck parking areas

How this information shaped the SFRP:

The information gathered by the survey helped the plan writers understand drivers’ reasons to call for additional truck parking spaces statewide. Drivers also ranked lists of general and safety amenities they would like to see in public truck parking areas. The survey provided a measure of who makes the choice to pay for a privately owned truck parking space and who actually pays the fee. Rich free-form comments revealed other driver concerns, such as frustration with third-party companies monetizing parking spaces (also mentioned by the July 11, 2025, roundtable participants) emphasis on truck parking demand as a time-of-day issue, and a desire to know about parking availability prior to arrival at truck parking sites.

Missouri Trucking Association Safety Council In-Person Meeting and Survey

July 17, 2025

Approximately 20 attendees, the majority of whom are safety officers at motor carriers either based in or having a terminal in Missouri. Only one survey was completed. Because of the poor response rate, the survey was abandoned.

Key Themes: High on the list of desired amenities were good, functional lighting; clean and sanitary restrooms; curbless parking areas (with flexible delineators to enhance visibility); assigned parking areas for oversized loads; and easily accessible trash cans. The group supported a suggestion for rest area/welcome center/truck parking area entrance and exit ramps that are longer than currently in use. They also favor third-lane accommodations for merging into traffic at or near an ascent. Above all other

considerations, the council expressed a desire for more parking spaces. When given a tradeoff between a facility with plumbed restrooms and one with vault toilets, but additional parking spaces, the group unanimously endorsed to option with more truck parking spaces. The group disapproved of right-angle (90 degree) parking slots. Slanted, ideally pull-through parking spaces are favored.

How this information shaped the SFRP:

The information provided by safety council members helped the plan writers understand truck parking amenities and features that contribute to drivers' feelings of personal safety and design elements which address existing safety issues. Discussion included the means by which additional, easy-to-access truck parking could address truck driver fatigue.

Law Enforcement One-on-One Discussions

Mid-October 2025

Interviews of five individual deputies, police officers and Missouri State Highway Patrol officers

Key themes: I-70 truck parking receives low requests from law enforcement, low concern of cargo theft as a concern

How this information shaped the SFRP:

The officers' observation that cargo theft is not a concern in I-70's truck parking areas helped shape the trend information in the Truck Parking Analysis technical memo. The most-cited reason for a call is a suspicious person in the area — someone seeking a ride or attempting to camp out in the area. Had personal or property safety issues been mentioned, the SFRP would have included this observation and addressed options for resolution.

Rail

CPKC Modal Meeting

August 28, 2025, 3:00-4:00 p.m.

6 attendees, 2 from CPKC

Key Themes: Grade crossing and separation prioritization, active crossings are not necessarily safer, Section 130 funding exploration, technology enhancements

How this information helped the SFRP:

CPKC's feedback provided insight for improving safety, efficiency, and economic competitiveness in Missouri's rail network. Recommendations for leveraging Section 130 funding and adopting innovative technologies like acoustic bearing detectors and predictive mobility systems align with the plan's goals for safety and reliability. CPKC's called for public-private partnerships and expanded cost-sharing for infrastructure projects.

Norfolk Southern Modal Meeting

August 27, 2025, 2:00-3:00 p.m.

6 attendees, 2 from NS

Key Themes: Low at-grade incidence, drainage issues, low systemwide congestion, level of service is more important than value to capacity, technology enhancements through AI and alternative fuel exploration, policies should equalize modes, continue frequent communication with MoDOT

How this information helped the SFRP:

NS's feedback provided valuable insights for shaping SFRP priorities around safety, infrastructure resilience, and policy alignment. Their experience with bridge strikes and drainage challenges underscores the need for clear standards and proactive coordination between railroads and state agencies to prevent costly disruptions. NS's adoption of AI-driven inspection technology and interest in future innovations like autonomous trains and hydrogen fuel highlight opportunities to incorporate technology readiness and modernization strategies. Concerns about tax equity and truck size/weight regulations point to policy areas where the plan advocates for fairness. NS's positive view of MoDOT's responsiveness reinforces the importance of maintaining strong partnerships and streamlined processes to deliver projects efficiently.

Union Pacific Modal Meeting

September 5, 2025, 8:30-9:30 a.m.

7 attendees, 3 from UP

Key Themes: Safest crossings are closed crossings, active crossings are not necessarily safer, bridge clearance issues, safety technology enhancements, urban growth encroachment, Section 130 funding exploration

How this information helped the SFRP:

Union Pacific's (UP) feedback provides guidance for improving safety, efficiency, and coordination in Missouri's rail network. Their emphasis on closing or consolidating crossings and prioritizing grade separations over simple upgrades aligns with SFRP's goal of reducing risk and improving mobility. UP calls for data-driven prioritization using FRA risk metrics supports a more objective and transparent approach to project selection. Their focus on early engagement in economic development projects and better coordination with MoDOT and contractors underscores the need for integrated planning processes. The SFRP notes this throughout the existing condition and recommendations sections.

BNSF Railway Modal Meeting

August 27, 2025, 1:00 p.m.-2:00 p.m.

5 attendees, 3 from BNSF

Key Themes: Siding infrastructure constraints, technology investment and enhancements, urban growth encroachment, active crossings are not necessarily safer, crossing approach improvements

How this information helped the SFRP:

The insights provided by BNSF were critical for shaping the SFRP because they highlighted infrastructure, safety, and operational challenges that directly affect freight mobility. Bottlenecks are often caused by multiple issues such as limited siding capacity, clearance-restricted bridges, and problematic interchanges allows were incorporated into the existing conditions section of the plan. BNSF's emphasis on emerging technologies — such as wireless crossing systems and sensor-based clearance alerts — were considered for emerging trends section.

Short Lines

MER Modal Meeting

September 3, 2025, 11:00-Noon

4 attendees, 2 from MER

Key Themes: grade crossing safety, infrastructure and capacity, technology incentives versus mandates, lack of programs for short-line development

How this information helped the SFRP:

MER's feedback highlighted critical short-line needs that often differ from Class I priorities. Their emphasis on grade crossing safety and flood resilience influenced SFRP freight and rail impacts discussions. Capacity constraints and operational inefficiencies underscore the importance of state-supported siding expansions and storage facilities, which can improve freight fluidity and reduce costs. MER's focus on attracting businesses and was reinforced by other stakeholders driving home the need for rail-accessible industrial sites and multimodal connectivity throughout Missouri.

MNA Modal Meeting

September 8, 2025, 10:00-11:00 a.m.

5 attendees, 3 from MNA

Key Themes: Grade crossing maintenance, rising infrastructure costs, threatened by trucking industry competition, technology investments

How this information helped the SFRP:

MNA's concerns about grade crossing maintenance costs and the shift in state funding policy highlighted the need for SFRP to advocate for sustainable cost-sharing programs and flexible funding mechanisms that support short lines. The emphasis on aging infrastructure, rising upgrade signal costs, and competition from other modes highlighted the importance of long-term investment strategies, such as tax credits and dedicated grant programs, to maintain system reliability. These needs were considered in the existing condition and recommendations section of the SFRP.

Passenger Rail

Missouri Rail Passenger Advisory Committee Meetings

December 4, 2024, February 6, 2025, April 9, 2025, August 28, 2025 and December 3, 2025

GFT staff attended a series of Missouri Rail Passenger Advisory Committee (MORPAC) meetings throughout the development of the SFRP. MORPAC is organized by MoDOT and includes representatives from Amtrak, UP, the Missouri General Assembly, passenger rail advocates, and representatives from every community with an Amtrak station in Missouri.

At these meetings, GFT introduced the SFRP's upcoming efforts such as updating the Passenger Rail Economic Impact Study and Amtrak Station Manager Survey for attendees to complete and sharing preliminary results from each of these efforts. GFT also requested feedback on whether there was information MORPAC members would like to see incorporated, displayed differently, or to exclude in the updated Passenger Rail Economic Impact Study and one-page handout. These meetings were also used to seek input from passenger rail stakeholders on the goals and objectives of the LRTP and SFRP.

Amtrak Station Manager Survey

December 2024-March 2025

GFT gathered insights into the unique challenges and opportunities at Amtrak stations, including infrastructure needs, ridership trends and local connectivity. Key issues raised included platform improvements, limited-service frequency, on-time performance, first/last-mile connectivity, and fare affordability. These survey responses informed the development of the Passenger Rail Analysis chapter.

Waterways

Missouri Port Authority Association Briefings

February 4, 2025, 1:00-4:30 p.m. and June 20, 2025, 9:30-9:45 a.m.

GFT attended two Missouri Port Authority Association (MPAA) meetings in 2025. The meetings are attended by port directors representing nearly every public port authority in Missouri. The first meeting was to introduce the SFRP's upcoming efforts. This also let MPAA members know GFT would be contacting them throughout the year to get feedback on port-related efforts.

The second meeting GFT attended was held during MPAA's annual Summer Meeting in Kansas City on June 18 through June 20, 2025. At the meeting, GFT provided a brief summary of preliminary results from the Missouri Public Ports Economic Impacts Study, as well as an overview of the differences in methodology compared to the 2018 study. The purpose of these meetings were to inform stakeholders of progress and seek feedback. Specifically, content to include on the Economic Impact Study summary sheet, including the request to show total economic output and not just value added. They requested the details and nuances of these two measures be addressed in the report, but not the summary.

Ports Modal Meeting

June 26, 2025, 9:00-10:30 a.m.

17 attendees, 9 were stakeholders from Waterways sector

Key Themes: Role/benefit of waterborne freight; tonnage only conveys part of the value ports provide; declining Upper Mississippi River locks/dams reliability; river level variations

How this information helped the SFRP:

Waterways stakeholders emphasized the benefits of waterborne freight, which is often overlooked compared to the other modes. The SFRP describes the public benefit of ports through the diversion of trucks from Missouri highways, which decreases maintenance costs to the benefit of all Missouri taxpayers. Further, stakeholders indicated that the role ports play in the overall freight network should be conveyed through more than just tonnage. Both tonnage and monetary value of waterborne freight were reported in the SFRP to further convey the critical role of Missouri ports in freight transportation. Waterways stakeholders expressed concern regarding the age,

reliability, and capabilities of the Upper Mississippi River locks/dams. The SFRP conveys the critical role of Upper Mississippi River locks/dams on the inland river system reliability, as they represent significant potential bottlenecks/chokepoints. Waterborne freight reliability and level of service is also impacted by river level variations caused by competing water uses, as well as environmental factors such as flooding and drought.

Ports Modal Meeting: Follow-Up

July 2, 2025, 2:00-3:30 p.m.

4 attendees, 2 were from the Inland Rivers, Ports & Terminals, Inc. non-profit (IRPT), a professional association of public and private ports and terminals across the county. This was a follow-up to the previous meeting since IRPT could not attend.

Key Themes: River level variations; the bottleneck/chokepoints created by Upper Mississippi River locks/dams; the general exclusion of private river terminals from the SFRP

How this information helped the SFRP:

Waterways stakeholders expressed concern regarding river level variations and the resulting lack of consistent navigation channel depth. The SFRP conveys the impacts of flooding and drought conditions on waterborne freight reliability and how this can impact other freight transportation modes. Stakeholders also expressed concern regarding the age, reliability, and capabilities of the Upper Mississippi River locks/dams. The SFRP conveys the critical role of Upper Mississippi River locks/dams on the inland river system reliability, as they represent significant potential bottlenecks/chokepoints. The SFRP also conveys the importance and value of increasing lock chamber size and the corresponding benefits to freight movement efficiency.

Stakeholders also expressed concern that private river terminals are generally excluded from the SFRP, despite the arguably larger role they play in waterborne freight transportation than public ports. The SFRP mentions the 200+ private river terminals in Missouri and includes the tonnage/value of waterborne freight that moves through both private river terminals and Missouri's public ports, but it does not otherwise specifically address the impacts and importance of private river terminals on waterborne freight movements in Missouri. This issue has been conveyed to MoDOT to potentially be addressed in the next SFRP update or in a separate study.

Port Brochures & Aerial Images Outreach

October 2025-February 2026

Summary: Throughout October and November 2025, GFT conducted outreach to 13 of the 19 public port authorities in Missouri. The 13 port authorities represent those that own property and/or facilitate freight movements. Individual port brochures were developed to summarize port assets, capabilities and associated economic impacts. The team distributed draft brochures and solicited comments and revisions to finalize

the brochures. As part of the project, aerial photos were acquired at these ports using an unmanned aerial vehicle (“drone”), and the subject port outreach provided ports with access to aerial images of their respective ports.

Aviation

June 23, 2025, 11:00-12:30 p.m.

8 attendees, 3 were stakeholders from Aviation sector

Key Themes: Underutilized but growth potential for freight cargo, laborious jobs make it difficult to hire, limited automation and AI growth

How this information helped the SFRP:

Aviation stakeholders provide data in a myriad of ways and this informed how information should be representing in the SFRP — in tonnage and value. Stakeholders shared how FAA funding requirements and lack of state funding impacts their ability to improve cargo-related infrastructure, which had influence on the SFRP recommendations section. Interconnection between manufacturing and distribution greatly impact aviation cargo. As Missouri continues to encourage manufacturing and distribution centers, this will have a direct impact in aviation cargo needs. Personnel, especially those involved in off-loading, are likely protected from AI and automation based on the nature of the work. Major impacts to the industry due to AI and automation are not expected, especially in the state of Missouri.

Freight Attractors and Generators One-on-Ones

April 2025

Key themes: Automation is occurring inside manufacturing facilities rather than in actual transport, limited congestion, intermodal access is needed to support new businesses and modal authorities

How this information helped the SFRP:

In April of 2025, GFT had one-on-ones with four different organizations whose goal is to attract freight business to the state. Interviewed organizations included the St. Louis Freightway, KC SmartPort, MoDOT Department of Economic Development, and Missouri Partnership. Discussions focused on targeted industries, strengths and weaknesses of the region, multimodal connectivity, workforce needs, and what MoDOT is doing well versus what MoDOT could improve.

Appendix G: Review of Legal Framework Informing Planning, Funding, and Operating Rail Service

Legal Framework	Article or Section	Guidance
Missouri State Constitution	Article IV, Section 29	Establishes the Missouri Highways and Transportation Commission and gives it authority over all modes of transportation, including railroads.
	Article IV, Section 30(c)	Authorizes the MHTC/Missouri Department of Transportation to plan, locate, acquire, construct, maintain, operate, develop, and fund transportation facilities including railroads (using non-highway-dedicated funds).
	Article XI, Section 9	Declares railroads public highways and railroad corporations as common carriers; requires laws to regulate rates and prevent abuses.
	Article XI, Section 11	Requires local consent before granting rights to construct and operate street railroads.
State Statutes (RSMo)	Section 389.610	Grants the MHTC exclusive power to alter, abolish, or require separation at railroad grade crossings and to set minimum safety standards.
	Section 389.612	Creates the Grade Crossing Safety Account (funded by a \$0.25 fee per vehicle registration) for installation, construction, or reconstruction of crossing safety improvements.
	Section 226.030	Establishes MoDOT and places it under MHTC governance.
	Section 226.191	Creates the State Transportation Assistance Revolving Fund, which can finance rail, transit, air, and water projects.
	Section 226.200	Creates the State Highways & Transportation Department Fund to handle revenues and expenditures for transportation.
Code of State Regulations	7 CSR 265-8.010	Sets procedures for administering the Grade Crossing Safety Account (application process, funding requirements).
	7 CSR 265-9.010	Adopts the Manual on Uniform Traffic Control Devices standards for traffic control at highway-rail and light-rail grade crossings.
	7 CSR 265-8.020	Requires railroads to provide crossing inventory and traffic statistics, used in prioritizing safety projects.
	7 CSR 10-1.010	Defines the organization of MoDOT under the MHTC (authority derived from Missouri Constitution and statutes).

Appendix H: District-Level Commodity Flow Data

Central District Commodity Flow Data

Central District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	15,528,484	22,684,928	46.09%	1.91%
2	Farm Products	2,854,699	3,617,107	26.71%	1.19%
3	Food or Kindred Products	2,518,994	3,284,097	30.37%	1.33%
4	Petroleum or Coal Products	1,209,813	1,056,420	-12.68%	-0.68%
5	Waste or Scrap Materials	1,199,573	1,453,856	21.20%	0.97%
6	Secondary Traffic	1,180,399	1,416,496	20.00%	0.92%
7	Clay, Concrete, Glass or Stone	897,120	924,691	3.07%	0.15%
8	Chemicals or Allied Products	824,113	1,418,737	72.15%	2.75%
9	Lumber or Wood Products	687,846	569,869	-17.15%	-0.94%
10	Fabricated Metal Products	213,260	225,672	5.82%	0.28%

Truck Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	14,561,901	21,401,599	46.97%	1.94%
2	Farm Products	2,761,595	3,495,571	26.58%	1.19%
3	Food or Kindred Products	2,514,370	3,278,948	30.41%	1.34%
4	Petroleum or Coal Products	1,209,813	1,056,420	-12.68%	-0.68%
5	Waste or Scrap Materials	1,183,428	1,434,621	21.23%	0.97%
6	Secondary Traffic	1,180,399	1,416,496	20.00%	0.92%
7	Clay, Concrete, Glass or Stone	897,120	924,691	3.07%	0.15%
8	Chemicals or Allied Products	823,738	1,418,200	72.17%	2.75%
9	Lumber or Wood Products	687,846	569,869	-17.15%	-0.94%
10	Fabricated Metal Products	213,255	225,666	5.82%	0.28%
Rail Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	93,104	121,536	30.54%	1.34%
2	Waste or Scrap Materials	16,145	19,235	19.14%	0.88%
3	Food or Kindred Products	4,560	5,063	11.03%	0.52%
4	Chemicals or Allied Products	375	537	43.20%	1.81%
5	Transportation Equipment	300	299	-0.33%	-0.02%
Water Freight Origin Data					



Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	966,583	1,283,329	32.77%	1.43%
Air Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Misc Mixed Shipments	2	1	-50.00%	-3.41%
2	Transportation Equipment	0	0		
3	Chemicals or Allied Products	0	0		
4	Electrical Equipment	0	0		

Other Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	143	265	85.31%	3.13%
2	Food or Kindred Products	64	86	34.38%	1.49%
3	Fabricated Metal Products	5	6	20.00%	0.92%

Central District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Food or Kindred Products	\$4,607.3 M	\$5,816.2 M	26.24%	1.17%
2	Chemicals or Allied Products	\$3,563.0 M	\$6,506.2 M	82.60%	3.06%
3	Farm Products	\$3,303.8 M	\$3,961.5 M	19.91%	0.91%
4	Secondary Traffic	\$2,460.5 M	\$2,923.3 M	18.81%	0.87%
5	Transportation Equipment	\$2,197.6 M	\$2,838.1 M	29.15%	1.29%
6	Electrical Equipment	\$1,792.0 M	\$2,839.0 M	58.43%	2.33%
7	Machinery	\$1,520.9 M	\$1,786.1 M	17.43%	0.81%
8	Fabricated Metal Products	\$1,229.2 M	\$1,281.2 M	4.23%	0.21%
9	Petroleum or Coal Products	\$1,043.8 M	\$865.4 M	-17.09%	-0.93%
10	Lumber or Wood Products	\$707.6 M	\$628.7 M	-11.15%	-0.59%
Truck Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Food or Kindred Products	\$4,590.5 M	\$5,797.5 M	26.29%	1.17%
2	Chemicals or Allied Products	\$3,561.4 M	\$6,503.8 M	82.62%	3.06%
3	Farm Products	\$3,286.2 M	\$3,938.3 M	19.85%	0.91%
4	Secondary Traffic	\$2,460.5 M	\$2,923.3 M	18.81%	0.87%
5	Transportation Equipment	\$2,177.8 M	\$2,801.6 M	28.64%	1.27%
6	Electrical Equipment	\$1,792.0 M	\$2,839.0 M	58.43%	2.33%

7	Machinery	\$1,520.9 M	\$1,786.1 M	17.43%	0.81%
8	Fabricated Metal Products	\$1,229.2 M	\$1,281.2 M	4.23%	0.21%
9	Petroleum or Coal Products	\$1,043.8 M	\$865.4 M	-17.09%	-0.93%
10	Lumber or Wood Products	\$707.6 M	\$628.7 M	-11.15%	-0.59%
Rail Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$17.6 M	\$23.1 M	31.15%	1.36%
2	Food or Kindred Products	\$16.7 M	\$18.6 M	11.03%	0.52%
3	Waste or Scrap Materials	\$2.9 M	\$3.4 M	17.34%	0.80%
4	Chemicals or Allied Products	\$1.6 M	\$2.3 M	43.12%	1.81%
5	Transportation Equipment	\$0.3 M	\$0.3 M	-0.28%	-0.01%
Water Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Nonmetallic Minerals	\$9.5 M	\$12.6 M	32.77%	1.43%
Air Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Misc Mixed Shipments	\$0.0 M	\$0.0 M	-34.73%	-2.11%
2	Electrical Equipment	\$0.0 M	\$0.0 M	64.01%	2.50%
3	Transportation Equipment	\$0.0 M	\$0.0 M	65.89%	2.56%
4	Chemicals or Allied Products	\$0.0 M	\$0.0 M	175.53%	5.20%
Other Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$19.4 M	\$36.2 M	86.60%	3.17%
2	Food or Kindred Products	\$0.1 M	\$0.1 M	36.83%	1.58%
3	Fabricated Metal Products	\$0.0 M	\$0.0 M	17.50%	0.81%

Central District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	11,985,131	16,014,887	33.62%	1.46%
2	Petroleum or Coal Products	2,640,409	2,203,461	-16.55%	-0.90%
3	Food or Kindred Products	2,492,344	3,227,365	29.49%	1.30%
4	Farm Products	2,366,154	2,941,794	24.33%	1.09%
5	Secondary Traffic	1,771,821	2,180,563	23.07%	1.04%
6	Waste or Scrap Materials	1,750,133	2,286,282	30.63%	1.35%
7	Clay, Concrete, Glass or Stone	1,379,905	1,507,218	9.23%	0.44%
8	Chemicals or Allied Products	441,015	320,760	-27.27%	-1.58%



9	Lumber or Wood Products	411,989	715,263	73.61%	2.80%
10	Primary Metal Products	331,195	566,682	71.10%	2.72%
Truck Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	10,985,156	14,695,360	33.77%	1.47%
2	Petroleum or Coal Products	2,639,525	2,202,355	-16.56%	-0.90%
3	Food or Kindred Products	2,486,566	3,215,178	29.30%	1.29%
4	Farm Products	2,364,887	2,940,864	24.36%	1.10%
5	Secondary Traffic	1,771,827	2,180,564	23.07%	1.04%
6	Waste or Scrap Materials	1,750,132	2,286,280	30.63%	1.35%
7	Clay, Concrete, Glass or Stone	1,306,340	1,424,848	9.07%	0.44%
8	Lumber or Wood Products	440,010	319,684	-27.35%	-1.58%
9	Chemicals or Allied Products	404,261	694,625	71.83%	2.74%
10	Primary Metal Products	325,212	553,682	70.25%	2.70%
Rail Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Chemicals or Allied Products	52,320	80,804	54.44%	2.20%
2	Petroleum or Coal Products	33,465	27,526	-17.75%	-0.97%
3	Primary Metal Products	20,090	28,138	40.06%	1.70%
4	Lumber or Wood Products	7,955	6,998	-12.03%	-0.64%
5	Pulp, Paper or Allied Products	2,975	2,447	-17.75%	-0.97%
6	Transportation Equipment	2,670	3,706	38.80%	1.65%
7	Rubber or Misc Plastics	1,570	2,499	59.17%	2.35%
Water Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	999,971	1,319,528	31.96%	1.40%
2	Clay, Concrete, Glass or Stone	73,099	81,643	11.69%	0.55%
3	Primary Metal Products	1,659	1,437	-13.38%	-0.72%
4	Chemicals or Allied Products	23	35	52.17%	2.12%
Air Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Misc Mixed Shipments	1	1	0.00%	0.00%
2	Chemicals or Allied Products	0	1		
3	Transportation Equipment	0	1		
4	Machinery	0	0		
5	Misc Manufacturing Products	0	1		
Other Freight Destination Data					

Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	89	252	183.15%	5.34%
2	Machinery	60	171	185.00%	5.38%
3	Misc Mixed Shipments	3	6	100.00%	3.53%

Central District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$3,391.7 M	\$4,276.3 M	26.08%	1.17%
2	Secondary Traffic	\$2,998.5 M	\$3,680.9 M	22.76%	1.03%
3	Food or Kindred Products	\$2,628.0 M	\$3,457.7 M	31.57%	1.38%
4	Transportation Equipment	\$2,312.4 M	\$3,623.6 M	56.70%	2.27%
5	Petroleum or Coal Products	\$2,279.2 M	\$1,849.0 M	-18.87%	-1.04%
6	Chemicals or Allied Products	\$1,362.3 M	\$2,347.9 M	72.35%	2.76%
7	Electrical Equipment	\$981.9 M	\$1,884.2 M	91.88%	3.31%
8	Machinery	\$968.8 M	\$1,500.1 M	54.84%	2.21%
9	Fabricated Metal Products	\$956.6 M	\$1,190.1 M	24.40%	1.10%
10	Primary Metal Products	\$879.5 M	\$1,421.8 M	61.67%	2.43%
Truck Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$3,391.7 M	\$4,276.3 M	26.08%	1.17%
2	Secondary Traffic	\$2,998.5 M	\$3,680.9 M	22.76%	1.03%
3	Food or Kindred Products	\$2,628.0 M	\$3,457.7 M	31.57%	1.38%
4	Transportation Equipment	\$2,308.7 M	\$3,617.1 M	56.67%	2.27%
5	Petroleum or Coal Products	\$2,243.7 M	\$1,820.4 M	-18.87%	-1.04%
6	Chemicals or Allied Products	\$1,295.3 M	\$2,249.1 M	73.64%	2.80%
7	Electrical Equipment	\$981.9 M	\$1,884.2 M	91.88%	3.31%
8	Machinery	\$967.8 M	\$1,497.3 M	54.72%	2.21%
9	Fabricated Metal Products	\$956.6 M	\$1,190.1 M	24.40%	1.10%
10	Primary Metal Products	\$836.8 M	\$1,363.6 M	62.95%	2.47%
Rail Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Chemicals or Allied Products	\$66.9 M	\$98.7 M	47.55%	1.96%
2	Primary Metal Products	\$39.9 M	\$55.9 M	40.06%	1.70%
3	Petroleum or Coal Products	\$35.5 M	\$28.6 M	-19.36%	-1.07%
4	Rubber or Misc Plastics	\$8.6 M	\$13.7 M	59.16%	2.35%
5	Pulp, Paper or Allied Products	\$7.9 M	\$6.5 M	-17.74%	-0.97%



6	Lumber or Wood Products	\$3.0 M	\$2.8 M	-8.20%	-0.43%
7	Transportation Equipment	\$2.9 M	\$4.0 M	38.78%	1.65%
Water Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Clay, Concrete, Glass or Stone	\$15.5 M	\$17.3 M	11.59%	0.55%
2	Nonmetallic Minerals	\$9.9 M	\$13.1 M	31.76%	1.39%
3	Primary Metal Products	\$2.7 M	\$2.4 M	-13.39%	-0.72%
4	Chemicals or Allied Products	\$0.1 M	\$0.1 M	45.94%	1.91%
Air Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Chemicals or Allied Products	\$0.0 M	\$0.0 M	48.57%	2.00%
2	Misc Mixed Shipments	\$0.0 M	\$0.0 M	-7.23%	-0.37%
3	Transportation Equipment	\$0.0 M	\$0.0 M	33.31%	1.45%
4	Misc Manufacturing Products	\$0.0 M	\$0.0 M	23.16%	1.05%
5	Machinery	\$0.0 M	\$0.0 M	33.06%	1.44%
Other Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Machinery	\$1.0 M	\$2.8 M	174.96%	5.19%
2	Transportation Equipment	\$0.8 M	\$2.4 M	189.51%	5.46%
3	Misc Mixed Shipments	\$0.0 M	\$0.1 M	133.66%	4.33%

Kansas City District Commodity Flow Data

Kansas City District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	20,779,451	22,334,198	7.48%	0.36%
2	Coal	10,795,758	2,051,231	-81.00%	-7.97%
3	Food or Kindred Products	10,306,750	14,221,940	37.99%	1.62%
4	Secondary Traffic	10,160,912	12,200,479	20.07%	0.92%
5	Farm Products	7,233,776	9,141,324	26.37%	1.18%
6	Petroleum or Coal Products	5,884,959	4,236,254	-28.02%	-1.63%
7	Waste or Scrap Materials	4,325,257	8,163,259	88.73%	3.23%
8	Chemicals or Allied Products	3,537,411	4,841,159	36.86%	1.58%
9	Transportation Equipment	2,491,227	3,182,097	27.73%	1.23%
10	Clay, Concrete, Glass or Stone	1,939,876	1,973,010	1.71%	0.08%
Truck Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	20,299,055	21,672,039	6.76%	0.33%
2	Secondary Traffic	10,160,912	12,200,479	20.07%	0.92%
3	Food or Kindred Products	6,005,145	8,671,960	44.41%	1.85%
4	Petroleum or Coal Products	5,575,228	3,991,579	-28.41%	-1.66%
5	Waste or Scrap Materials	3,856,227	7,583,694	96.66%	3.44%
6	Farm Products	3,702,788	4,838,312	30.67%	1.35%
7	Clay, Concrete, Glass or Stone	1,560,028	1,593,536	2.15%	0.11%
8	Chemicals or Allied Products	1,322,184	1,508,347	14.08%	0.66%
9	Transportation Equipment	615,215	781,425	27.02%	1.20%
10	Rubber or Misc Plastics	376,632	467,372	24.09%	1.09%
Rail Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Coal	10,795,746	2,051,222	-81.00%	-7.97%
2	Food or Kindred Products	4,299,903	5,547,314	29.01%	1.28%
3	Farm Products	3,529,831	4,301,572	21.86%	0.99%
4	Chemicals or Allied Products	2,209,326	3,322,034	50.36%	2.06%
5	Transportation Equipment	1,873,720	2,397,286	27.94%	1.24%
6	Misc Mixed Shipments	1,025,840	1,328,353	29.49%	1.30%
7	Waste or Scrap Materials	469,030	579,565	23.57%	1.06%
8	Clay, Concrete, Glass or Stone	379,810	379,410	-0.11%	-0.01%



9	Nonmetallic Minerals	342,828	412,306	20.27%	0.93%
10	Petroleum or Coal Products	309,635	244,585	-21.01%	-1.17%
Water Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	137,554	249,837	81.63%	3.03%
2	Farm Products	1,133	1,417	25.07%	1.12%
3	Food or Kindred Products	888	412	-53.60%	-3.77%
Air Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Small Packaged Freight Shipments	21,688	13,523	-37.65%	-2.33%
2	Printed Matter	7,645	8,493	11.09%	0.53%
3	Chemicals or Allied Products	5,890	10,774	82.92%	3.07%
4	Electrical Equipment	4,446	5,937	33.54%	1.46%
5	Misc Manufacturing Products	4,223	5,411	28.13%	1.25%
6	Machinery	3,499	4,709	34.58%	1.50%
7	Misc Mixed Shipments	2,372	1,496	-36.93%	-2.28%
8	Pulp, Paper or Allied Products	1,673	1,985	18.65%	0.86%
9	Transportation Equipment	1,648	2,235	35.62%	1.54%
10	Mail or Contract Traffic	1,001	469	-53.15%	-3.72%
Pipe Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Petroleum or Coal Products	73	65	-10.96%	-0.58%
Other Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Food or Kindred Products	775	2,180	181.29%	5.31%
2	Transportation Equipment	644	1,151	78.73%	2.95%
3	Misc Manufacturing Products	27	21	-22.22%	-1.25%
4	Petroleum or Coal Products	12	16	33.33%	1.45%
5	Chemicals or Allied Products	11	4	-63.64%	-4.93%
6	Fabricated Metal Products	7	14	100.00%	3.53%
7	Machinery	3	3	0.00%	0.00%
8	Clay, Concrete, Glass or Stone	2	3	50.00%	2.05%
9	Misc Freight Shipments	2	3	50.00%	2.05%

Kansas City District Commodity Flow Origin Value Data

All Modes Freight Origin Data

Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$39,260.8 M	\$45,880.1 M	16.86%	0.78%
2	Transportation Equipment	\$26,193.7 M	\$33,493.2 M	27.87%	1.24%
3	Food or Kindred Products	\$12,907.4 M	\$18,111.9 M	40.32%	1.71%
4	Chemicals or Allied Products	\$8,429.2 M	\$11,295.9 M	34.01%	1.47%
5	Misc Mixed Shipments	\$7,011.5 M	\$9,068.4 M	29.34%	1.29%
6	Petroleum or Coal Products	\$4,736.7 M	\$3,418.0 M	-27.84%	-1.62%
7	Machinery	\$3,573.4 M	\$5,047.2 M	41.24%	1.74%
8	Farm Products	\$3,090.1 M	\$3,892.8 M	25.98%	1.16%
9	Small Packaged Freight Shipments	\$2,201.9 M	\$2,140.1 M	-2.81%	-0.14%
10	Rubber or Misc Plastics	\$2,001.6 M	\$2,470.3 M	23.42%	1.06%
Truck Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$39,260.8 M	\$45,880.1 M	16.86%	0.78%
2	Food or Kindred Products	\$9,166.4 M	\$13,162.8 M	43.60%	1.83%
3	Transportation Equipment	\$6,677.5 M	\$8,545.2 M	27.97%	1.24%
4	Chemicals or Allied Products	\$4,444.3 M	\$5,581.8 M	25.59%	1.15%
5	Petroleum or Coal Products	\$4,426.5 M	\$3,175.8 M	-28.25%	-1.65%
6	Machinery	\$3,406.8 M	\$4,807.2 M	41.11%	1.74%
7	Fabricated Metal Products	\$1,843.2 M	\$1,884.3 M	2.23%	0.11%
8	Rubber or Misc Plastics	\$1,837.0 M	\$2,269.1 M	23.52%	1.06%
9	Farm Products	\$1,778.4 M	\$2,305.5 M	29.64%	1.31%
10	Electrical Equipment	\$1,243.4 M	\$2,047.0 M	64.62%	2.52%
Rail Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$19,417.6 M	\$24,777.6 M	27.60%	1.23%
2	Misc Mixed Shipments	\$6,995.3 M	\$9,058.2 M	29.49%	1.30%
3	Chemicals or Allied Products	\$3,863.6 M	\$5,494.1 M	42.20%	1.78%
4	Food or Kindred Products	\$3,739.2 M	\$4,944.3 M	32.23%	1.41%
5	Farm Products	\$1,311.5 M	\$1,587.0 M	21.01%	0.96%
6	Primary Metal Products	\$845.4 M	\$878.3 M	3.89%	0.19%
7	Small Packaged Freight Shipments	\$758.6 M	\$1,240.2 M	63.48%	2.49%
8	Apparel or Related Products	\$704.8 M	\$581.9 M	-17.43%	-0.95%
9	Coal	\$318.9 M	\$60.6 M	-81.00%	-7.97%
10	Petroleum or Coal Products	\$310.0 M	\$242.0 M	-21.94%	-1.23%
Water Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR



1	Nonmetallic Minerals	\$1.3 M	\$2.5 M	81.63%	3.03%
2	Farm Products	\$0.2 M	\$0.2 M	25.07%	1.12%
3	Food or Kindred Products	\$0.2 M	\$0.1 M	-47.41%	-3.16%
Air Freight Origin Data					
Rank	Commodity	2023 Value	2023 Value	% Change	CAGR
1	Small Packaged Freight Shipments	\$1,443.3 M	\$899.9 M	-37.65%	-2.33%
2	Printed Matter	\$131.7 M	\$146.3 M	11.09%	0.53%
3	Chemicals or Allied Products	\$121.3 M	\$220.0 M	81.45%	3.02%
4	Electrical Equipment	\$82.6 M	\$110.3 M	33.50%	1.46%
5	Machinery	\$61.0 M	\$82.0 M	34.51%	1.49%
6	Transportation Equipment	\$37.0 M	\$50.2 M	35.81%	1.54%
7	Fabricated Metal Products	\$27.3 M	\$36.5 M	33.96%	1.47%
8	Instrum, Photo Equipment, Optical Eq	\$17.2 M	\$32.9 M	91.07%	3.29%
9	Misc Mixed Shipments	\$16.2 M	\$10.2 M	-36.93%	-2.28%
10	Misc Manufacturing Products	\$13.3 M	\$17.1 M	28.12%	1.25%
Pipe Freight Origin Data					
Rank	Commodity	2023 Value	2023 Value	% Change	CAGR
1	Petroleum or Coal Products	\$0.0 M	\$0.0 M	-10.87%	-0.57%
Other Freight Origin Data					
Rank	Commodity	2023 Value	2023 Value	% Change	CAGR
1	Transportation Equipment	\$61.7 M	\$120.2 M	94.83%	3.39%
2	Food or Kindred Products	\$1.6 M	\$4.6 M	180.95%	5.30%
3	Misc Manufacturing Products	\$0.3 M	\$0.2 M	-25.27%	-1.45%
4	Fabricated Metal Products	\$0.1 M	\$0.1 M	103.63%	3.62%
5	Machinery	\$0.0 M	\$0.0 M	-17.79%	-0.97%
6	Misc Freight Shipments	\$0.0 M	\$0.0 M	14.56%	0.68%
7	Chemicals or Allied Products	\$0.0 M	\$0.0 M	-68.02%	-5.54%
8	Petroleum or Coal Products	\$0.0 M	\$0.0 M	39.65%	1.68%
9	Clay, Concrete, Glass or Stone	\$0.0 M	\$0.0 M	31.45%	1.38%

Kansas City District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Tons	2023 Tons	% Change	CAGR
1	Nonmetallic Minerals	30,283,189	40,102,675	32.43%	1.41%
2	Coal	14,710,126	3,098,589	-78.94%	-7.49%
3	Secondary Traffic	9,224,783	11,324,529	22.76%	1.03%

4	Farm Products	7,616,725	9,419,996	23.68%	1.07%
5	Food or Kindred Products	7,544,600	10,147,060	34.49%	1.49%
6	Petroleum or Coal Products	6,167,856	5,206,122	-15.59%	-0.84%
7	Clay, Concrete, Glass or Stone	3,928,676	4,129,134	5.10%	0.25%
8	Chemicals or Allied Products	3,541,314	5,554,453	56.85%	2.28%
9	Transportation Equipment	2,582,455	3,714,623	43.84%	1.83%
10	Waste or Scrap Materials	2,243,523	2,974,806	32.60%	1.42%

Truck Freight Destination Data

Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	27,615,399	36,633,102	32.65%	1.42%
2	Secondary Traffic	9,224,783	11,324,529	22.76%	1.03%
3	Farm Products	6,523,621	8,070,203	23.71%	1.07%
4	Petroleum or Coal Products	5,744,901	4,875,369	-15.14%	-0.82%
5	Food or Kindred Products	3,937,610	5,315,265	34.99%	1.51%
6	Clay, Concrete, Glass or Stone	3,118,852	3,326,960	6.67%	0.32%
7	Waste or Scrap Materials	2,073,153	2,784,561	34.32%	1.49%
8	Chemicals or Allied Products	677,529	1,017,511	50.18%	2.05%
9	Lumber or Wood Products	627,423	496,059	-20.94%	-1.17%
10	Fabricated Metal Products	421,090	508,293	20.71%	0.95%

Rail Freight Destination Data

Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Coal	14,706,228	3,097,745	-78.94%	-7.49%
2	Food or Kindred Products	3,602,177	4,825,147	33.95%	1.47%
3	Chemicals or Allied Products	2,843,042	4,504,654	58.44%	2.33%
4	Transportation Equipment	2,247,009	3,278,423	45.90%	1.91%
5	Misc Mixed Shipments	1,201,880	1,594,362	32.66%	1.42%
6	Farm Products	1,093,048	1,349,722	23.48%	1.06%
7	Nonmetallic Minerals	955,312	1,173,046	22.79%	1.03%
8	Clay, Concrete, Glass or Stone	809,320	801,583	-0.96%	-0.05%
9	Primary Metal Products	506,620	633,750	25.09%	1.13%
10	Pulp, Paper or Allied Products	460,055	479,506	4.23%	0.21%

Water Freight Destination Data

Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	1,712,457	2,296,499	34.11%	1.48%
2	Petroleum or Coal Products	65,645	58,014	-11.62%	-0.62%
3	Chemicals or Allied Products	18,151	28,303	55.93%	2.25%
4	Primary Metal Products	3,499	3,045	-12.98%	-0.69%



Air Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Small Packaged Freight Shipments	18,207	25,535	40.25%	1.71%
2	Machinery	7,173	11,104	54.80%	2.21%
3	Food or Kindred Products	4,813	6,648	38.13%	1.63%
4	Transportation Equipment	3,704	5,732	54.75%	2.21%
5	Fresh Fish or Marine Products	3,341	4,128	23.56%	1.06%
6	Chemicals or Allied Products	2,592	3,985	53.74%	2.17%
7	Electrical Equipment	2,321	3,598	55.02%	2.22%
8	Misc Mixed Shipments	2,277	2,966	30.26%	1.33%
9	Rubber or Misc Plastics	1,736	2,159	24.37%	1.10%
10	Misc Manufacturing Products	1,730	2,464	42.43%	1.78%
Other Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	21	56	166.67%	5.03%
2	Misc Mixed Shipments	18	46	155.56%	4.80%
3	Primary Metal Products	15	27	80.00%	2.98%

Kansas City District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$36,445.0 M	\$42,975.5 M	17.92%	0.83%
2	Transportation Equipment	\$26,247.6 M	\$37,714.9 M	43.69%	1.83%
3	Food or Kindred Products	\$9,953.5 M	\$13,207.5 M	32.69%	1.42%
4	Misc Mixed Shipments	\$8,266.8 M	\$11,028.3 M	33.41%	1.45%
5	Chemicals or Allied Products	\$6,796.2 M	\$10,118.5 M	48.89%	2.01%
6	Petroleum or Coal Products	\$5,141.9 M	\$4,224.1 M	-17.85%	-0.98%
7	Farm Products	\$5,089.1 M	\$6,284.2 M	23.48%	1.06%
8	Machinery	\$3,343.7 M	\$5,123.5 M	53.23%	2.16%
9	Electrical Equipment	\$3,159.6 M	\$6,097.3 M	92.98%	3.34%
10	Fabricated Metal Products	\$2,499.7 M	\$3,023.3 M	20.95%	0.96%
Truck Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$36,445.0 M	\$42,975.5 M	17.92%	0.83%
2	Food or Kindred Products	\$6,142.8 M	\$8,296.0 M	35.05%	1.51%
3	Petroleum or Coal Products	\$4,706.2 M	\$3,889.0 M	-17.36%	-0.95%

4	Farm Products	\$4,545.0 M	\$5,587.9 M	22.95%	1.04%
5	Machinery	\$3,169.6 M	\$4,851.3 M	53.06%	2.15%
6	Transportation Equipment	\$3,026.6 M	\$3,806.5 M	25.77%	1.15%
7	Electrical Equipment	\$2,931.4 M	\$5,708.0 M	94.72%	3.39%
8	Chemicals or Allied Products	\$2,872.6 M	\$4,171.1 M	45.20%	1.88%
9	Fabricated Metal Products	\$2,304.6 M	\$2,788.3 M	20.99%	0.96%
10	Rubber or Misc Plastics	\$1,952.5 M	\$2,826.2 M	44.75%	1.87%
Rail Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$23,138.1 M	\$33,780.3 M	45.99%	1.91%
2	Misc Mixed Shipments	\$8,195.8 M	\$10,872.1 M	32.66%	1.42%
3	Chemicals or Allied Products	\$3,872.8 M	\$5,864.5 M	51.43%	2.10%
4	Food or Kindred Products	\$3,791.9 M	\$4,885.9 M	28.85%	1.28%
5	Primary Metal Products	\$1,224.9 M	\$1,570.0 M	28.18%	1.25%
6	Pulp, paper or Allied Products	\$702.0 M	\$723.8 M	3.11%	0.15%
7	Farm Products	\$544.1 M	\$696.3 M	27.98%	1.24%
8	Small Packaged Freight Shipments	\$473.8 M	\$656.3 M	38.51%	1.64%
9	Coal	\$434.7 M	\$91.6 M	-78.94%	-7.49%
10	Freight Forwarder Traffic	\$427.7 M	\$622.9 M	45.65%	1.90%
Water Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Petroleum or Coal Products	\$54.5 M	\$45.1 M	-17.20%	-0.94%
2	Nonmetallic Minerals	\$17.7 M	\$23.6 M	33.43%	1.45%
3	Chemicals or Allied Products	\$9.8 M	\$16.6 M	70.21%	2.70%
4	Primary Metal Products	\$5.8 M	\$5.0 M	-12.98%	-0.69%
Air Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Small Packaged Freight Shipments	\$1,211.6 M	\$1,699.3 M	40.25%	1.71%
2	Machinery	\$125.1 M	\$194.2 M	55.25%	2.22%
3	Transportation Equipment	\$82.8 M	\$128.0 M	54.61%	2.20%
4	Fresh Fish or Marine Products	\$69.9 M	\$86.4 M	23.57%	1.06%
5	Rubber or Misc Plastics	\$66.1 M	\$82.2 M	24.34%	1.10%
6	Instrum, Photo Equipment, Optical Eq	\$56.2 M	\$117.8 M	109.37%	3.76%
7	Electrical Equipment	\$43.7 M	\$68.7 M	57.22%	2.29%
8	Chemicals or Allied Products	\$41.1 M	\$66.3 M	61.44%	2.42%
9	Misc Mixed Shipments	\$19.0 M	\$25.3 M	32.88%	1.43%
10	Food or Kindred Products	\$18.8 M	\$25.6 M	36.31%	1.56%



Other Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Misc Mixed Shipments	\$0.2 M	\$0.4 M	143.81%	4.56%
2	Transportation Equipment	\$0.0 M	\$0.1 M	166.79%	5.03%
3	Primary Metal Products	\$0.0 M	\$0.1 M	79.54%	2.97%

Northeast District Commodity Flow Data

Northeast District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	17,181,989	19,533,162	13.68%	0.64%
2	Farm Products	11,013,075	15,748,184	43.00%	1.80%
3	Petroleum or Coal Products	3,838,169	3,161,142	-17.64%	-0.97%
4	Food or Kindred Products	2,140,524	3,125,918	46.04%	1.91%
5	Chemicals or Allied Products	783,093	1,176,113	50.19%	2.05%
6	Clay, Concrete, Glass or Stone	579,831	691,913	19.33%	0.89%
7	Waste or Scrap Materials	502,175	667,500	32.92%	1.43%
8	Primary Metal Products	452,155	681,765	50.78%	2.07%
9	Secondary Traffic	249,224	336,757	35.12%	1.52%
10	Lumber or Wood Products	190,823	149,798	-21.50%	-1.20%
Truck Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	17,157,524	19,518,761	13.76%	0.65%
2	Farm Products	7,128,207	10,101,857	41.72%	1.76%
3	Petroleum or Coal Products	3,683,270	3,070,063	-16.65%	-0.91%
4	Food or Kindred Products	1,749,467	2,437,181	39.31%	1.67%
5	Clay, Concrete, Glass or Stone	552,076	665,088	20.47%	0.94%
6	Waste or Scrap Materials	498,927	655,358	31.35%	1.37%
7	Chemicals or Allied Products	471,677	714,520	51.49%	2.10%
8	Primary Metal Products	430,071	667,888	55.30%	2.23%
9	Secondary Traffic	249,224	336,757	35.12%	1.52%
10	Lumber or Wood Products	190,823	149,798	-21.50%	-1.20%
Rail Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Chemicals or Allied Products	289,730	438,732	51.43%	2.10%
2	Food or Kindred Products	216,255	280,092	29.52%	1.30%
3	Petroleum or Coal Products	154,895	91,072	-41.20%	-2.62%
4	Farm Products	39,107	50,514	29.17%	1.29%
5	Clay, Concrete, Glass or Stone	27,755	26,825	-3.35%	-0.17%
6	Transportation Equipment	4,315	5,627	30.41%	1.34%
7	Fabricated Metal Products	20	22	10.00%	0.48%
Water Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	3,845,761	5,595,813	45.51%	1.89%
2	Food or Kindred Products	174,802	408,645	133.78%	4.34%
3	Nonmetallic Minerals	24,463	14,398	-41.14%	-2.62%



Northeast District Commodity Flow Origin Tonnage Data					
4	Primary Metal Products	22,084	13,877	-37.16%	-2.30%
5	Chemicals or Allied Products	21,666	22,832	5.38%	0.26%
6	Waste or Scrap Materials	3,248	12,142	273.83%	6.82%
Other Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	104	140	34.62%	1.50%
2	Chemicals or Allied Products	20	29	45.00%	1.88%
3	Petroleum or Coal Products	4	7	75.00%	2.84%
4	Nonmetallic Minerals	2	3	50.00%	2.05%

Northeast District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$4,232.0 M	\$6,098.7 M	44.11%	1.84%
2	Petroleum or Coal Products	\$3,615.9 M	\$3,025.5 M	-16.33%	-0.89%
3	Food or Kindred Products	\$2,515.9 M	\$3,417.9 M	35.85%	1.54%
4	Chemicals or Allied Products	\$1,518.7 M	\$2,421.8 M	59.47%	2.36%
5	Primary Metal Products	\$1,284.7 M	\$1,851.3 M	44.11%	1.84%
6	Transportation Equipment	\$730.4 M	\$578.6 M	-20.79%	-1.16%
7	Machinery	\$613.8 M	\$781.0 M	27.24%	1.21%
8	Secondary Traffic	\$474.1 M	\$626.6 M	32.19%	1.41%
9	Nonmetallic Minerals	\$279.3 M	\$293.2 M	4.99%	0.24%
10	Fabricated Metal Products	\$200.7 M	\$319.6 M	59.27%	2.35%
Truck Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Petroleum or Coal Products	\$3,550.0 M	\$2,986.7 M	-15.87%	-0.86%
2	Farm Products	\$2,873.3 M	\$4,026.2 M	40.12%	1.70%
3	Food or Kindred Products	\$2,318.4 M	\$3,097.0 M	33.59%	1.46%
4	Primary Metal Products	\$1,248.3 M	\$1,828.4 M	46.48%	1.93%
5	Chemicals or Allied Products	\$1,218.8 M	\$1,960.2 M	60.83%	2.40%
6	Transportation Equipment	\$716.7 M	\$556.5 M	-22.35%	-1.26%
7	Machinery	\$613.8 M	\$781.0 M	27.24%	1.21%
8	Secondary Traffic	\$474.1 M	\$626.6 M	32.19%	1.41%
9	Nonmetallic Minerals	\$278.3 M	\$292.7 M	5.16%	0.25%
10	Fabricated Metal Products	\$200.6 M	\$319.5 M	59.30%	2.36%
Rail Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Chemicals or Allied Products	\$281.9 M	\$442.3 M	56.90%	2.28%
2	Food or Kindred Products	\$151.4 M	\$205.5 M	35.68%	1.54%
3	Petroleum or Coal Products	\$65.9 M	\$38.7 M	-41.20%	-2.62%

4	Farm Products	\$6.7 M	\$8.7 M	29.17%	1.29%
5	Transportation Equipment	\$4.6 M	\$6.1 M	30.41%	1.34%
6	Clay, Concrete, Glass or Stone	\$4.0 M	\$3.8 M	-3.23%	-0.16%
7	Fabricated Metal Products	\$0.1 M	\$0.1 M	8.72%	0.42%
Water Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$1,352.0 M	\$2,063.9 M	52.66%	2.14%
2	Food or Kindred Products	\$46.1 M	\$115.4 M	150.07%	4.69%
3	Primary Metal Products	\$36.4 M	\$22.9 M	-37.16%	-2.30%
4	Chemicals or Allied Products	\$18.0 M	\$19.3 M	7.33%	0.35%
5	Waste or Scrap Materials	\$1.0 M	\$3.8 M	273.86%	6.82%
6	Nonmetallic Minerals	\$1.0 M	\$0.6 M	-43.22%	-2.79%
Other Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$9.0 M	\$16.0 M	77.26%	2.90%
2	Chemicals or Allied Products	\$0.0 M	\$0.0 M	51.47%	2.10%
3	Petroleum or Coal Products	\$0.0 M	\$0.0 M	52.11%	2.12%
4	Nonmetallic Minerals	\$0.0 M	\$0.0 M	36.44%	1.57%

Northeast District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	5,703,582	6,988,391	22.53%	1.02%
2	Nonmetallic Minerals	4,608,183	5,941,001	28.92%	1.28%
3	Coal	4,362,157	930,653	-78.67%	-7.43%
4	Petroleum or Coal Products	728,631	577,813	-20.70%	-1.15%
5	Secondary Traffic	577,133	615,497	6.65%	0.32%
6	Clay, Concrete, Glass or Stone	511,260	529,254	3.52%	0.17%
7	Food or Kindred Products	403,628	509,942	26.34%	1.18%
8	Waste or Scrap Materials	308,295	410,541	33.16%	1.44%
9	Chemicals or Allied Products	289,963	407,543	40.55%	1.72%
10	Primary Metal Products	145,224	212,431	46.28%	1.92%
Truck Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	5,703,582	6,988,391	22.53%	1.02%
2	Nonmetallic Minerals	4,357,627	5,635,133	29.32%	1.29%
3	Petroleum or Coal Products	720,751	571,947	-20.65%	-1.15%
4	Secondary Traffic	577,133	615,497	6.65%	0.32%
5	Food or Kindred Products	345,342	432,388	25.21%	1.13%
6	Waste or Scrap Materials	308,295	410,541	33.16%	1.44%
7	Clay, Concrete, Glass or Stone	307,345	334,774	8.92%	0.43%



8	Primary Metal Products	128,031	191,239	49.37%	2.03%
9	Chemicals or Allied Products	115,624	159,004	37.52%	1.61%
10	Lumber or Wood Products	47,448	31,048	-34.56%	-2.10%
Rail Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Coal	4,351,066	928,282	-78.67%	-7.43%
2	Clay, Concrete, Glass or Stone	203,915	194,480	-4.63%	-0.24%
3	Chemicals or Allied Products	91,865	140,291	52.71%	2.14%
4	Food or Kindred Products	55,240	73,469	33.00%	1.44%
5	Waste Hazardous Materials or Substances	20,515	30,443	48.39%	1.99%
6	Primary Metal Products	16,180	20,298	25.45%	1.14%
7	Metallic Ores	10,755	15,773	46.66%	1.93%
8	Transportation Equipment	8,850	11,662	31.77%	1.39%
9	Petroleum or Coal Products	7,880	5,866	-25.56%	-1.46%
10	Lumber or Wood Products	940	915	-2.66%	-0.13%
Water Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	250,556	305,868	22.08%	1.00%
2	Chemicals or Allied Products	82,474	108,248	31.25%	1.37%
3	Metallic Ores	32,517	37,462	15.21%	0.71%
4	Food or Kindred Products	3,046	4,085	34.11%	1.48%
5	Coal	1,510	358	-76.29%	-6.94%
6	Primary Metal Products	1,013	894	-11.75%	-0.62%
Other Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Crude Petrol. or Natural Gas	167	168	0.60%	0.03%
2	Misc Mixed Shipments	10	25	150.00%	4.69%

Northeast District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$1,884.8 M	\$2,326.8 M	23.45%	1.06%
2	Secondary Traffic	\$995.4 M	\$1,065.9 M	7.07%	0.34%
3	Petroleum or Coal Products	\$671.6 M	\$533.0 M	-20.64%	-1.15%
4	Machinery	\$568.2 M	\$918.8 M	61.70%	2.43%
5	Primary Metal Products	\$499.1 M	\$758.1 M	51.89%	2.11%
6	Food or Kindred Products	\$453.3 M	\$598.7 M	32.07%	1.40%
7	Chemicals or Allied Products	\$379.4 M	\$538.3 M	41.86%	1.76%
8	Transportation Equipment	\$364.9 M	\$551.4 M	51.13%	2.09%
9	Coal	\$128.9 M	\$27.5 M	-78.67%	-7.43%

10	Fabricated Metal Products	\$92.9 M	\$110.2 M	18.61%	0.86%
Truck Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$1,884.8 M	\$2,326.8 M	23.45%	1.06%
2	Secondary Traffic	\$995.4 M	\$1,065.9 M	7.07%	0.34%
3	Petroleum or Coal Products	\$661.8 M	\$525.6 M	-20.57%	-1.14%
4	Machinery	\$568.2 M	\$918.8 M	61.70%	2.43%
5	Primary Metal Products	\$402.9 M	\$638.0 M	58.36%	2.32%
6	Food or Kindred Products	\$394.1 M	\$519.9 M	31.91%	1.39%
7	Transportation Equipment	\$355.3 M	\$538.9 M	51.65%	2.10%
8	Chemicals or Allied Products	\$217.1 M	\$305.8 M	40.82%	1.73%
9	Fabricated Metal Products	\$92.9 M	\$110.2 M	18.61%	0.86%
10	Waste or Scrap Materials	\$91.2 M	\$122.8 M	34.61%	1.50%
Rail Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Coal	\$128.5 M	\$27.4 M	-78.67%	-7.43%
2	Chemicals or Allied Products	\$117.1 M	\$171.3 M	46.32%	1.92%
3	Primary Metal Products	\$94.6 M	\$118.6 M	25.45%	1.14%
4	Food or Kindred Products	\$58.3 M	\$77.7 M	33.13%	1.44%
5	Clay, Concrete, Glass or Stone	\$25.3 M	\$24.2 M	-4.52%	-0.23%
6	Petroleum or Coal Products	\$9.8 M	\$7.3 M	-25.56%	-1.46%
7	Transportation Equipment	\$9.5 M	\$12.6 M	31.78%	1.39%
8	Metallic Ores	\$0.3 M	\$0.5 M	46.66%	1.93%
9	Lumber or Wood Products	\$0.2 M	\$0.2 M	-2.69%	-0.14%
10	Waste Hazardous Materials or Substances	\$0.0 M	\$0.0 M		
Water Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Chemicals or Allied Products	\$45.2 M	\$61.2 M	35.27%	1.52%
2	Nonmetallic Minerals	\$12.7 M	\$16.5 M	30.52%	1.34%
3	Metallic Ores	\$5.8 M	\$6.6 M	14.08%	0.66%
4	Primary Metal Products	\$1.7 M	\$1.5 M	-11.80%	-0.63%
5	Food or Kindred Products	\$0.9 M	\$1.2 M	34.73%	1.50%
6	Coal	\$0.0 M	\$0.0 M	-76.29%	-6.94%
Other Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Crude Petrol. or Natural Gas	\$0.1 M	\$0.1 M	0.64%	0.03%
2	Misc Mixed Shipments	\$0.0 M	\$0.0 M	148.99%	4.67%

Northwest District Commodity Flow Data

Northwest District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	10,869,769	15,170,921	39.57%	1.68%
2	Nonmetallic Minerals	5,964,599	7,676,284	28.70%	1.27%
3	Food or Kindred Products	4,028,071	4,661,242	15.72%	0.73%
4	Chemicals or Allied Products	909,807	1,312,107	44.22%	1.85%
5	Secondary Traffic	663,974	950,855	43.21%	1.81%
6	Petroleum or Coal Products	357,285	285,315	-20.14%	-1.12%
7	Waste or Scrap Materials	338,924	387,118	14.22%	0.67%
8	Primary Metal Products	166,841	222,447	33.33%	1.45%
9	Machinery	125,758	181,930	44.67%	1.86%
10	Fabricated Metal Products	123,710	180,477	45.89%	1.91%
Truck Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	8,497,480	12,143,509	42.91%	1.80%
2	Nonmetallic Minerals	3,468,581	4,840,861	39.56%	1.68%
3	Food or Kindred Products	2,678,415	2,882,247	7.61%	0.37%
4	Chemicals or Allied Products	668,237	971,773	45.42%	1.89%
5	Secondary Traffic	663,974	950,855	43.21%	1.81%
6	Petroleum or Coal Products	357,285	285,315	-20.14%	-1.12%
7	Waste or Scrap Materials	319,624	366,393	14.63%	0.69%
8	Primary Metal Products	166,841	222,447	33.33%	1.45%
9	Machinery	125,755	181,914	44.66%	1.86%
10	Fabricated Metal Products	123,710	180,477	45.89%	1.91%
Rail Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	2,372,016	3,026,877	27.61%	1.23%
2	Food or Kindred Products	1,349,069	1,778,119	31.80%	1.39%
3	Chemicals or Allied Products	241,550	340,310	40.89%	1.73%
4	Waste or Scrap Materials	19,300	20,725	7.38%	0.36%
5	Electrical Equipment	11,320	19,488	72.16%	2.75%
6	Transportation Equipment	2,605	3,504	34.51%	1.49%
Water Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	2,496,018	2,835,423	13.60%	0.64%
2	Food or Kindred Products	587	876	49.23%	2.02%
3	Farm Products	273	535	95.97%	3.42%
Air Freight Origin Data					

Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Machinery	1	1	0.00%	0.00%
2	Transportation Equipment	0	0	-	
3	Chemicals or Allied Products	0	0	-	
Other Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	21	30	42.86%	1.80%
2	Chemicals or Allied Products	20	24	20.00%	0.92%
3	Printed Matter	4	2	-50.00%	-3.41%
4	Machinery	2	15	650.00%	10.60%

Northwest District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Chemicals or Allied Products	\$6,917.8 M	\$14,133.5 M	104.31%	3.64%
2	Food or Kindred Products	\$4,864.5 M	\$4,501.0 M	-7.47%	-0.39%
3	Farm Products	\$3,512.1 M	\$4,795.8 M	36.55%	1.57%
4	Machinery	\$1,421.9 M	\$2,028.2 M	42.64%	1.79%
5	Secondary Traffic	\$1,253.4 M	\$1,746.2 M	39.31%	1.67%
6	Primary Metal Products	\$559.8 M	\$682.5 M	21.91%	1.00%
7	Fabricated Metal Products	\$509.1 M	\$732.9 M	43.95%	1.84%
8	Electrical Equipment	\$483.1 M	\$660.9 M	36.79%	1.58%
9	Petroleum or Coal Products	\$359.9 M	\$284.2 M	-21.04%	-1.17%
10	Rubber or Misc Plastics	\$224.5 M	\$369.6 M	64.65%	2.52%
Truck Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Chemicals or Allied Products	\$5,938.3 M	\$12,766.5 M	114.99%	3.90%
2	Food or Kindred Products	\$4,074.9 M	\$3,469.8 M	-14.85%	-0.80%
3	Farm Products	\$2,960.4 M	\$4,106.1 M	38.70%	1.65%
4	Machinery	\$1,421.0 M	\$2,027.1 M	42.66%	1.79%
5	Secondary Traffic	\$1,253.4 M	\$1,746.2 M	39.31%	1.67%
6	Primary Metal Products	\$559.8 M	\$682.5 M	21.91%	1.00%
7	Fabricated Metal Products	\$509.1 M	\$732.9 M	43.95%	1.84%
8	Electrical Equipment	\$411.1 M	\$536.9 M	30.60%	1.34%
9	Petroleum or Coal Products	\$359.9 M	\$284.2 M	-21.04%	-1.17%
10	Rubber or Misc Plastics	\$224.5 M	\$369.6 M	64.65%	2.52%
Rail Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Chemicals or Allied Products	\$979.5 M	\$1,367.0 M	39.56%	1.68%
2	Food or Kindred Products	\$789.4 M	\$1,031.0 M	30.61%	1.34%
3	Farm Products	\$551.7 M	\$689.6 M	25.01%	1.12%



4	Electrical Equipment	\$72.0 M	\$124.0 M	72.16%	2.75%
5	Waste or Scrap Materials	\$6.5 M	\$7.0 M	7.38%	0.36%
6	Transportation Equipment	\$2.8 M	\$3.8 M	34.49%	1.49%
Water Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Nonmetallic Minerals	\$29.5 M	\$33.1 M	12.18%	0.58%
2	Food or Kindred Products	\$0.1 M	\$0.2 M	60.15%	2.38%
3	Farm Products	\$0.1 M	\$0.1 M	95.85%	3.42%
Air Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Machinery	\$1.0 M	\$1.0 M	-0.82%	-0.04%
2	Transportation Equipment	\$0.0 M	\$0.0 M	-48.27%	-3.24%
3	Chemicals or Allied Products	\$0.0 M	\$0.0 M	-5.28%	-0.27%
Other Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$2.1 M	\$3.6 M	69.34%	2.67%
2	Printed Matter	\$0.0 M	\$0.0 M	-52.23%	-3.63%
3	Machinery	\$0.0 M	\$0.2 M	708.91%	11.02%
4	Chemicals or Allied Products	\$0.0 M	\$0.0 M	19.63%	0.90%

Northwest District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	4,625,840	5,664,569	22.45%	1.02%
2	Nonmetallic Minerals	3,055,272	3,819,336	25.01%	1.12%
3	Food or Kindred Products	948,313	2,283,290	140.77%	4.49%
4	Petroleum or Coal Products	589,554	431,623	-26.79%	-1.55%
5	Chemicals or Allied Products	481,571	759,869	57.79%	2.31%
6	Secondary Traffic	469,989	538,745	14.63%	0.69%
7	Waste or Scrap Materials	337,011	453,416	34.54%	1.49%
8	Clay, Concrete, Glass or Stone	255,918	272,324	6.41%	0.31%
9	Primary Metal Products	157,830	239,776	51.92%	2.11%
10	Lumber or Wood Products	124,657	101,808	-18.33%	-1.01%
Truck Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	4,404,978	5,411,130	22.84%	1.03%
2	Nonmetallic Minerals	2,904,618	3,661,736	26.07%	1.16%
3	Petroleum or Coal Products	584,469	427,838	-26.80%	-1.55%
4	Secondary Traffic	469,989	538,745	14.63%	0.69%
5	Food or Kindred Products	443,894	627,622	41.39%	1.75%
6	Waste or Scrap Materials	337,011	453,416	34.54%	1.49%

7	Clay, Concrete, Glass or Stone	250,092	264,964	5.95%	0.29%
8	Chemicals or Allied Products	119,078	168,291	41.33%	1.74%
9	Primary Metal Products	97,654	147,002	50.53%	2.07%
10	Transportation Equipment	88,370	103,631	17.27%	0.80%
Rail Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Food or Kindred Products	504,419	1,655,668	228.23%	6.12%
2	Chemicals or Allied Products	350,342	576,649	64.60%	2.52%
3	Farm Products	220,848	253,429	14.75%	0.69%
4	Lumber or Wood Products	88,885	76,070	-14.42%	-0.78%
5	Coal	74,306	15,853	-78.67%	-7.43%
6	Primary Metal Products	59,990	92,613	54.38%	2.20%
7	Pulp, Paper or Allied Products	29,465	31,365	6.45%	0.31%
8	Transportation Equipment	17,855	24,780	38.78%	1.65%
9	Petroleum or Coal Products	5,085	3,785	-25.57%	-1.47%
10	Nonmetallic Minerals	4,040	4,874	20.64%	0.94%
Water Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	146,614	152,726	4.17%	0.20%
2	Chemicals or Allied Products	12,151	14,929	22.86%	1.03%
3	Clay, Concrete, Glass or Stone	3,926	4,424	12.68%	0.60%
4	Primary Metal Products	186	161	-13.44%	-0.72%
Other Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	14	10	-28.57%	-1.67%
2	Misc Mixed Shipments	4	10	150.00%	4.69%

Northwest District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$2,596.0 M	\$3,235.2 M	24.62%	1.11%
2	Chemicals or Allied Products	\$1,371.1 M	\$2,086.6 M	52.18%	2.12%
3	Food or Kindred Products	\$1,180.4 M	\$2,581.8 M	118.72%	3.99%
4	Secondary Traffic	\$858.3 M	\$983.8 M	14.62%	0.68%
5	Transportation Equipment	\$680.0 M	\$757.4 M	11.39%	0.54%
6	Petroleum or Coal Products	\$520.2 M	\$405.3 M	-22.10%	-1.24%
7	Primary Metal Products	\$369.8 M	\$552.7 M	49.46%	2.03%
8	Fresh Fish or Marine Products	\$257.6 M	\$286.5 M	11.24%	0.53%
9	Machinery	\$250.2 M	\$354.5 M	41.70%	1.76%
10	Fabricated Metal Products	\$125.7 M	\$149.1 M	18.64%	0.86%
Truck Freight Destination Data					



Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$2,503.2 M	\$3,128.7 M	24.99%	1.12%
2	Secondary Traffic	\$858.3 M	\$983.8 M	14.62%	0.68%
3	Chemicals or Allied Products	\$813.8 M	\$1,253.0 M	53.96%	2.18%
4	Transportation Equipment	\$660.7 M	\$730.7 M	10.60%	0.50%
5	Food or Kindred Products	\$619.2 M	\$866.4 M	39.91%	1.69%
6	Petroleum or Coal Products	\$514.1 M	\$400.7 M	-22.05%	-1.24%
7	Fresh Fish or Marine Products	\$257.6 M	\$286.5 M	11.24%	0.53%
8	Machinery	\$250.2 M	\$354.5 M	41.70%	1.76%
9	Primary Metal Products	\$239.2 M	\$350.8 M	46.64%	1.93%
10	Fabricated Metal Products	\$125.7 M	\$149.1 M	18.64%	0.86%
Rail Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Food or Kindred Products	\$561.2 M	\$1,715.5 M	205.68%	5.75%
2	Chemicals or Allied Products	\$550.8 M	\$825.2 M	49.81%	2.04%
3	Primary Metal Products	\$130.3 M	\$201.7 M	54.77%	2.21%
4	Farm Products	\$92.8 M	\$106.5 M	14.81%	0.69%
5	Lumber or Wood Products	\$34.5 M	\$36.4 M	5.71%	0.28%
6	Pulp, Paper or Allied Products	\$32.0 M	\$34.1 M	6.48%	0.31%
7	Transportation Equipment	\$19.2 M	\$26.7 M	38.78%	1.65%
8	Petroleum or Coal Products	\$6.1 M	\$4.5 M	-25.56%	-1.46%
9	Coal	\$2.2 M	\$0.5 M	-78.67%	-7.43%
10	Nonmetallic Minerals	\$0.5 M	\$0.6 M	20.65%	0.94%
Water Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Chemicals or Allied Products	\$6.5 M	\$8.4 M	29.21%	1.29%
2	Nonmetallic Minerals	\$2.0 M	\$1.7 M	-12.74%	-0.68%
3	Clay, Concrete, Glass or Stone	\$1.8 M	\$2.1 M	12.70%	0.60%
4	Primary Metal Products	\$0.3 M	\$0.3 M	-13.40%	-0.72%
Other Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$0.0 M	\$0.0 M	-27.21%	-1.58%
2	Misc Mixed Shipments	\$0.0 M	\$0.1 M	143.77%	4.56%

Southeast District Commodity Flow Data

Southeast District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	28,360,918	29,481,270	3.95%	0.19%
2	Farm Products	12,542,479	15,372,870	22.57%	1.02%
3	Clay, Concrete, Glass or Stone	8,738,846	8,724,398	-0.17%	-0.01%
4	Secondary Traffic	6,759,818	8,459,980	25.15%	1.13%
5	Petroleum or Coal Products	5,558,814	4,167,076	-25.04%	-1.43%
6	Food or Kindred Products	3,615,470	5,594,103	54.73%	2.21%
7	Chemicals or Allied Products	1,786,865	3,053,719	70.90%	2.72%
8	Waste or Scrap Materials	1,600,287	2,086,460	30.38%	1.34%
9	Primary Metal Products	1,333,297	1,837,637	37.83%	1.62%
10	Lumber or Wood Products	1,053,548	827,483	-21.46%	-1.20%
Truck Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	20,409,279	19,933,734	-2.33%	-0.12%
2	Farm Products	7,862,619	10,212,024	29.88%	1.32%
3	Secondary Traffic	6,759,818	8,459,980	25.15%	1.13%
4	Petroleum or Coal Products	3,068,867	2,244,416	-26.86%	-1.55%
5	Food or Kindred Products	2,874,997	4,499,284	56.50%	2.26%
6	Waste or Scrap Materials	1,384,039	1,802,479	30.23%	1.33%
7	Chemicals or Allied Products	1,052,959	1,300,508	23.51%	1.06%
8	Lumber or Wood Products	915,919	703,155	-23.23%	-1.31%
9	Clay, Concrete, Glass or Stone	626,759	560,787	-10.53%	-0.55%
10	Primary Metal Products	533,920	777,810	45.68%	1.90%
Rail Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Clay, Concrete, Glass or Stone	3,842,429	3,929,696	2.27%	0.11%
2	Nonmetallic Minerals	1,137,359	1,149,269	1.05%	0.05%
3	Primary Metal Products	722,340	991,847	37.31%	1.60%
4	Farm Products	622,085	726,737	16.82%	0.78%
5	Chemicals or Allied Products	333,405	548,074	64.39%	2.52%
6	Food or Kindred Products	151,235	289,037	91.12%	3.29%
7	Petroleum or Coal Products	134,245	99,767	-25.68%	-1.47%
8	Waste or Scrap Materials	57,180	61,263	7.14%	0.35%
9	Lumber or Wood Products	47,180	45,583	-3.38%	-0.17%
10	Transportation Equipment	2,166	3,353	54.80%	2.21%
Water Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR



1	Nonmetallic Minerals	6,814,280	8,398,267	23.25%	1.05%
2	Clay, Concrete, Glass or Stone	4,269,658	4,233,915	-0.84%	-0.04%
3	Farm Products	4,057,775	4,434,109	9.27%	0.44%
4	Petroleum or Coal Products	1,923,027	1,464,197	-23.86%	-1.35%
5	Food or Kindred Products	589,238	805,782	36.75%	1.58%
6	Chemicals or Allied Products	400,501	1,205,137	200.91%	5.66%
7	Metallic Ores	168,981	146,098	-13.54%	-0.72%
8	Waste or Scrap Materials	159,068	222,718	40.01%	1.70%
9	Lumber or Wood Products	90,449	78,745	-12.94%	-0.69%
10	Crude Petrol. or Natural Gas	82,896	189,794	128.95%	4.23%
Pipe Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Petroleum or Coal Products	432,672	358,693	-17.10%	-0.93%
Other Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	447	779	74.27%	2.82%
2	Rubber or Misc Plastics	9	21	133.33%	4.33%
3	Petroleum or Coal Products	3	3	0.00%	0.00%

Southeast District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$18,270.4 M	\$22,095.0 M	20.93%	0.95%
2	Farm Products	\$8,384.0 M	\$10,104.6 M	20.52%	0.94%
3	Primary Metal Products	\$4,579.1 M	\$6,998.3 M	52.83%	2.14%
4	Food or Kindred Products	\$4,537.2 M	\$6,730.9 M	48.35%	1.99%
5	Petroleum or Coal Products	\$3,723.3 M	\$2,585.2 M	-30.57%	-1.81%
6	Transportation Equipment	\$2,640.9 M	\$3,640.6 M	37.85%	1.62%
7	Clay, Concrete, Glass or Stone	\$1,988.9 M	\$1,976.6 M	-0.62%	-0.03%
8	Chemicals or Allied Products	\$1,061.5 M	\$2,076.6 M	95.63%	3.41%
9	Machinery	\$1,056.3 M	\$948.1 M	-10.24%	-0.54%
10	Fabricated Metal Products	\$1,002.8 M	\$1,199.6 M	19.63%	0.90%
Truck Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$18,270.4 M	\$22,095.0 M	20.93%	0.95%
2	Farm Products	\$5,297.2 M	\$6,823.5 M	28.81%	1.27%
3	Food or Kindred Products	\$3,800.4 M	\$5,603.0 M	47.43%	1.96%
4	Primary Metal Products	\$2,823.8 M	\$4,651.3 M	64.72%	2.53%
5	Transportation Equipment	\$2,605.3 M	\$3,565.1 M	36.84%	1.58%
6	Petroleum or Coal Products	\$2,452.5 M	\$1,669.7 M	-31.92%	-1.90%
7	Machinery	\$1,056.3 M	\$948.1 M	-10.24%	-0.54%

8	Fabricated Metal Products	\$1,002.8 M	\$1,199.6 M	19.63%	0.90%
9	Electrical Equipment	\$993.8 M	\$1,549.8 M	55.95%	2.25%
10	Rubber or Misc Plastics	\$900.5 M	\$1,523.9 M	69.22%	2.67%

Rail Freight Origin Data

Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Primary Metal Products	\$1,570.6 M	\$2,178.4 M	38.69%	1.65%
2	Farm Products	\$1,034.7 M	\$1,170.9 M	13.15%	0.62%
3	Clay, Concrete, Glass or Stone	\$844.6 M	\$882.8 M	4.52%	0.22%
4	Chemicals or Allied Products	\$241.0 M	\$396.7 M	64.59%	2.52%
5	Petroleum or Coal Products	\$159.7 M	\$118.8 M	-25.59%	-1.47%
6	Food or Kindred Products	\$92.5 M	\$191.6 M	107.20%	3.71%
7	Lumber or Wood Products	\$32.6 M	\$32.2 M	-1.06%	-0.05%
8	Nonmetallic Minerals	\$24.5 M	\$27.0 M	10.25%	0.49%
9	Waste or Scrap Materials	\$15.2 M	\$18.4 M	21.01%	0.96%
10	Transportation Equipment	\$2.3 M	\$3.6 M	54.86%	2.21%

Water Freight Origin Data

Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$2,052.0 M	\$2,110.3 M	2.84%	0.14%
2	Clay, Concrete, Glass or Stone	\$1,028.4 M	\$989.3 M	-3.81%	-0.19%
3	Petroleum or Coal Products	\$822.8 M	\$557.7 M	-32.22%	-1.93%
4	Food or Kindred Products	\$644.3 M	\$936.3 M	45.32%	1.89%
5	Chemicals or Allied Products	\$351.8 M	\$954.4 M	171.30%	5.12%
6	Nonmetallic Minerals	\$212.1 M	\$291.9 M	37.65%	1.61%
7	Primary Metal Products	\$184.7 M	\$168.6 M	-8.69%	-0.45%
8	Metallic Ores	\$126.3 M	\$95.5 M	-24.40%	-1.39%
9	Waste or Scrap Materials	\$49.8 M	\$69.7 M	40.01%	1.70%
10	Crude Petrol. or Natural Gas	\$42.6 M	\$97.5 M	128.96%	4.23%

Pipe Freight Origin Data

Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Petroleum or Coal Products	\$288.4 M	\$239.1 M	-17.10%	-0.93%

Other Freight Origin Data

Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$33.2 M	\$71.8 M	116.12%	3.93%
2	Rubber or Misc Plastics	\$0.0 M	\$0.1 M	146.79%	4.62%
3	Petroleum or Coal Products	\$0.0 M	\$0.0 M	-8.83%	-0.46%

Southeast District Commodity Flow Destination Tonnage Data

All Modes Freight Destination Data

Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Crude Petrol. or Natural Gas	109,115,654	109,613,434	0.46%	0.02%
2	Nonmetallic Minerals	17,646,377	23,276,251	31.90%	1.39%



3	Farm Products	9,679,322	11,905,466	23.00%	1.04%
4	Coal	5,141,681	1,127,040	-78.08%	-7.31%
5	Petroleum or Coal Products	4,991,222	4,172,513	-16.40%	-0.89%
6	Waste or Scrap Materials	2,891,051	3,841,856	32.89%	1.43%
7	Secondary Traffic	2,779,447	3,353,843	20.67%	0.94%
8	Chemicals or Allied Products	2,278,915	3,343,139	46.70%	1.93%
9	Clay, Concrete, Glass or Stone	1,699,431	1,732,270	1.93%	0.10%
10	Food or Kindred Products	1,614,152	2,168,128	34.32%	1.49%
Truck Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	17,205,024	22,708,947	31.99%	1.40%
2	Farm Products	9,512,793	11,639,738	22.36%	1.01%
3	Petroleum or Coal Products	4,064,938	3,506,341	-13.74%	-0.74%
4	Waste or Scrap Materials	2,845,984	3,783,829	32.95%	1.43%
5	Secondary Traffic	2,779,447	3,353,843	20.67%	0.94%
6	Food or Kindred Products	1,370,372	1,856,399	35.47%	1.53%
7	Clay, Concrete, Glass or Stone	931,766	1,007,307	8.11%	0.39%
8	Primary Metal Products	553,061	903,655	63.39%	2.49%
9	Chemicals or Allied Products	345,654	503,166	45.57%	1.90%
10	Lumber or Wood Products	334,216	296,239	-11.36%	-0.60%
Rail Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Coal	4,512,688	956,843	-78.80%	-7.46%
2	Clay, Concrete, Glass or Stone	611,168	589,972	-3.47%	-0.18%
3	Chemicals or Allied Products	481,342	671,817	39.57%	1.68%
4	Food or Kindred Products	184,799	227,860	23.30%	1.05%
5	Primary Metal Products	159,705	219,974	37.74%	1.61%
6	Pulp, Paper or Allied Products	152,625	204,390	33.92%	1.47%
7	Petroleum or Coal Products	141,270	117,912	-16.53%	-0.90%
8	Farm Products	88,164	140,910	59.83%	2.37%
9	Nonmetallic Minerals	83,635	102,615	22.69%	1.03%
10	Waste or Scrap Materials	40,030	52,010	29.93%	1.32%
Water Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Chemicals or Allied Products	1,451,919	2,168,156	49.33%	2.03%
2	Petroleum or Coal Products	785,014	548,260	-30.16%	-1.78%
3	Primary Metal Products	538,631	536,722	-0.35%	-0.02%
4	Coal	495,750	107,513	-78.31%	-7.36%
5	Nonmetallic Minerals	357,718	464,689	29.90%	1.32%
6	Metallic Ores	281,503	304,290	8.09%	0.39%
7	Clay, Concrete, Glass or Stone	156,497	134,991	-13.74%	-0.74%

8	Farm Products	78,365	124,818	59.28%	2.35%
9	Food or Kindred Products	58,981	83,869	42.20%	1.78%
10	Crude Petrol. or Natural Gas	6,448	5,397	-16.30%	-0.89%
Pipe Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Crude Petrol. or Natural Gas	106,112,422	106,593,545	0.45%	0.02%
Other Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Crude Petrol. or Natural Gas	2,990,687	3,008,372	0.59%	0.03%
2	Misc Mixed Shipments	430	1,100	155.81%	4.81%
3	Primary Metal Products	11	24	118.18%	3.98%
4	Electrical Equipment	6	23	283.33%	6.95%
5	Transportation Equipment	5	13	160.00%	4.89%

Southeast District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Crude Petrol. or Natural Gas	\$43,787.3 M	\$43,987.6 M	0.46%	0.02%
2	Secondary Traffic	\$10,221.2 M	\$11,983.5 M	17.24%	0.80%
3	Petroleum or Coal Products	\$4,383.0 M	\$3,562.5 M	-18.72%	-1.03%
4	Farm Products	\$4,168.8 M	\$5,095.1 M	22.22%	1.01%
5	Primary Metal Products	\$3,436.6 M	\$5,081.4 M	47.86%	1.97%
6	Chemicals or Allied Products	\$2,453.4 M	\$3,702.0 M	50.89%	2.08%
7	Food or Kindred Products	\$1,961.3 M	\$2,750.1 M	40.21%	1.70%
8	Transportation Equipment	\$1,439.1 M	\$2,039.8 M	41.74%	1.76%
9	Machinery	\$1,000.0 M	\$1,570.4 M	57.04%	2.28%
10	Waste or Scrap Materials	\$889.4 M	\$1,194.1 M	34.26%	1.48%
Truck Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$10,221.2 M	\$11,983.5 M	17.24%	0.80%
2	Farm Products	\$4,060.0 M	\$4,935.5 M	21.56%	0.98%
3	Petroleum or Coal Products	\$3,649.7 M	\$3,100.6 M	-15.05%	-0.81%
4	Primary Metal Products	\$1,893.7 M	\$3,259.4 M	72.11%	2.75%
5	Food or Kindred Products	\$1,840.0 M	\$2,595.6 M	41.06%	1.74%
6	Transportation Equipment	\$1,213.6 M	\$1,724.9 M	42.14%	1.77%
7	Machinery	\$1,000.0 M	\$1,570.4 M	57.04%	2.28%
8	Chemicals or Allied Products	\$979.4 M	\$1,459.9 M	49.06%	2.02%
9	Waste or Scrap Materials	\$874.3 M	\$1,174.7 M	34.35%	1.49%
10	Fabricated Metal Products	\$746.3 M	\$989.0 M	32.52%	1.42%
Rail Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR



1	Primary Metal Products	\$558.5 M	\$800.4 M	43.30%	1.82%
2	Chemicals or Allied Products	\$495.3 M	\$701.7 M	41.68%	1.76%
3	Transportation Equipment	\$225.5 M	\$314.8 M	39.59%	1.68%
4	Clay, Concrete, Glass or Stone	\$157.7 M	\$153.9 M	-2.43%	-0.12%
5	Petroleum or Coal Products	\$135.9 M	\$113.7 M	-16.31%	-0.89%
6	Coal	\$133.3 M	\$28.3 M	-78.80%	-7.46%
7	Food or Kindred Products	\$89.0 M	\$113.5 M	27.51%	1.22%
8	Pulp, Paper or Allied Products	\$79.6 M	\$106.3 M	33.51%	1.46%
9	Farm Products	\$24.8 M	\$39.0 M	57.16%	2.29%
10	Waste or Scrap Materials	\$13.5 M	\$17.6 M	29.93%	1.32%
Water Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Primary Metal Products	\$984.3 M	\$1,021.5 M	3.78%	0.19%
2	Chemicals or Allied Products	\$978.7 M	\$1,540.4 M	57.39%	2.29%
3	Petroleum or Coal Products	\$597.4 M	\$348.2 M	-41.71%	-2.66%
4	Farm Products	\$84.0 M	\$120.7 M	43.65%	1.83%
5	Clay, Concrete, Glass or Stone	\$71.3 M	\$61.3 M	-14.02%	-0.75%
6	Metallic Ores	\$50.2 M	\$53.8 M	7.21%	0.35%
7	Food or Kindred Products	\$32.4 M	\$41.0 M	26.82%	1.20%
8	Coal	\$14.6 M	\$3.2 M	-78.31%	-7.36%
9	Nonmetallic Minerals	\$4.7 M	\$7.0 M	49.35%	2.03%
10	Crude Petrol. or Natural Gas	\$3.3 M	\$2.8 M	-16.30%	-0.89%
Pipe Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Crude Petrol. or Natural Gas	\$3.3 M	\$2.8 M	-16.30%	-0.89%
Other Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Crude Petrol. or Natural Gas	\$1,259.4 M	\$1,267.5 M	0.64%	0.03%
2	Misc Mixed Shipments	\$0.5 M	\$1.4 M	156.06%	4.81%
3	Electrical Equipment	\$0.1 M	\$0.4 M	273.48%	6.81%
4	Primary Metal Products	\$0.0 M	\$0.1 M	131.98%	4.30%
5	Transportation Equipment	\$0.0 M	\$0.1 M	165.78%	5.01%

Southwest District Commodity Flow Data

Southwest District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	20,210,002	19,409,193	-3.96%	-0.20%
2	Farm Products	11,445,078	11,432,851	-0.11%	-0.01%
3	Food or Kindred Products	9,947,787	14,788,534	48.66%	2.00%
4	Secondary Traffic	4,684,244	6,010,622	28.32%	1.25%
5	Waste or Scrap Materials	3,475,368	4,827,041	38.89%	1.66%
6	Petroleum or Coal Products	3,065,483	3,162,657	3.17%	0.16%
7	Chemicals or Allied Products	2,904,304	3,899,256	34.26%	1.48%
8	Transportation Equipment	1,452,720	2,224,428	53.12%	2.15%
9	Clay, Concrete, Glass or Stone	932,244	804,391	-13.71%	-0.73%
10	Lumber or Wood Products	485,708	441,647	-9.07%	-0.47%
Truck Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	20,193,022	19,388,414	-3.98%	-0.20%
2	Food or Kindred Products	8,352,238	12,458,245	49.16%	2.02%
3	Farm Products	6,133,987	7,530,741	22.77%	1.03%
4	Secondary Traffic	4,684,244	6,010,622	28.32%	1.25%
5	Waste or Scrap Materials	2,674,053	4,273,348	59.81%	2.37%
6	Petroleum or Coal Products	2,350,729	2,373,429	0.97%	0.05%
7	Clay, Concrete, Glass or Stone	844,307	713,123	-15.54%	-0.84%
8	Chemicals or Allied Products	748,484	1,286,114	71.83%	2.74%
9	Transportation Equipment	520,451	749,352	43.98%	1.84%
10	Fabricated Metal Products	454,841	574,915	26.40%	1.18%
Rail Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Chemicals or Allied Products	1,474,495	2,032,737	37.86%	1.62%
2	Food or Kindred Products	1,085,559	1,493,575	37.59%	1.61%
3	Transportation Equipment	931,337	1,473,607	58.22%	2.32%
4	Waste or Scrap Materials	796,664	553,195	-30.56%	-1.81%
5	Petroleum or Coal Products	695,165	759,475	9.25%	0.44%
6	Misc Mixed Shipments	320,760	318,620	-0.67%	-0.03%
7	Coal	258,140	49,047	-81.00%	-7.97%
8	Apparel or Related Products	100,880	53,544	-46.92%	-3.12%
9	Clay, Concrete, Glass or Stone	87,935	91,265	3.79%	0.19%
10	Primary Metal Products	42,955	61,181	42.43%	1.78%
Water Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR



1	Farm Products	5,268,393	3,855,033	-26.83%	-1.55%
2	Chemicals or Allied Products	680,585	579,430	-14.86%	-0.80%
3	Food or Kindred Products	509,924	836,600	64.06%	2.51%
4	Coal	41,682	20,899	-49.86%	-3.39%
5	Primary Metal Products	20,897	26,250	25.62%	1.15%
6	Petroleum or Coal Products	19,588	29,752	51.89%	2.11%
7	Waste or Scrap Materials	4,651	498	-89.29%	-10.57%
8	Nonmetallic Minerals	2,004	2,713	35.38%	1.53%
Air Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Small Packaged Freight Shipments	3,642	4,853	33.25%	1.45%
2	Misc Mixed Shipments	941	1,460	55.15%	2.22%
3	Chemicals or Allied Products	740	975	31.76%	1.39%
4	Transportation Equipment	704	995	41.34%	1.74%
5	Electrical Equipment	616	871	41.40%	1.75%
6	Textile Mill Products	184	241	30.98%	1.36%
7	Instrum, Photo Equipment, Optical Eq	166	333	100.60%	3.54%
8	Rubber or Misc Plastics	151	202	33.77%	1.47%
9	Printed Matter	122	102	-16.39%	-0.89%
10	Primary Metal Products	15	22	46.67%	1.93%
Other Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	228	474	107.89%	3.73%
2	Food or Kindred Products	64	111	73.44%	2.79%
3	Fabricated Metal Products	8	10	25.00%	1.12%

Southwest District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$22,044.4 M	\$26,298.3 M	19.30%	0.89%
2	Food or Kindred Products	\$14,870.9 M	\$21,416.6 M	44.02%	1.84%
3	Transportation Equipment	\$14,000.3 M	\$21,935.6 M	56.68%	2.27%
4	Farm Products	\$10,233.2 M	\$11,466.1 M	12.05%	0.57%
5	Chemicals or Allied Products	\$4,712.5 M	\$6,515.1 M	38.25%	1.63%
6	Petroleum or Coal Products	\$2,443.8 M	\$2,524.1 M	3.29%	0.16%
7	Fabricated Metal Products	\$2,336.3 M	\$2,995.2 M	28.20%	1.25%
8	Machinery	\$2,229.1 M	\$2,584.2 M	15.93%	0.74%
9	Misc Mixed Shipments	\$2,193.7 M	\$2,182.7 M	-0.50%	-0.03%
10	Electrical Equipment	\$2,128.0 M	\$3,623.5 M	70.28%	2.70%
Truck Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR

1	Secondary Traffic	\$22,044.4 M	\$26,298.3 M	19.30%	0.89%
2	Food or Kindred Products	\$13,531.1 M	\$19,487.4 M	44.02%	1.84%
3	Farm Products	\$6,987.9 M	\$8,977.2 M	28.47%	1.26%
4	Transportation Equipment	\$4,696.3 M	\$7,183.1 M	52.95%	2.15%
5	Fabricated Metal Products	\$2,254.2 M	\$2,830.4 M	25.56%	1.14%
6	Machinery	\$2,196.7 M	\$2,524.8 M	14.94%	0.70%
7	Electrical Equipment	\$2,031.0 M	\$3,209.1 M	58.01%	2.31%
8	Petroleum or Coal Products	\$2,002.1 M	\$2,054.9 M	2.64%	0.13%
9	Rubber or Misc Plastics	\$1,815.3 M	\$2,753.8 M	51.69%	2.11%
10	Chemicals or Allied Products	\$1,748.4 M	\$2,554.1 M	46.08%	1.91%
Rail Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$9,257.6 M	\$14,665.2 M	58.41%	2.33%
2	Chemicals or Allied Products	\$2,511.3 M	\$3,575.4 M	42.37%	1.78%
3	Misc Mixed Shipments	\$2,187.3 M	\$2,172.7 M	-0.67%	-0.03%
4	Food or Kindred Products	\$967.0 M	\$1,350.5 M	39.66%	1.68%
5	Apparel or Related Products	\$606.8 M	\$356.6 M	-41.23%	-2.62%
6	Petroleum or Coal Products	\$434.6 M	\$459.1 M	5.64%	0.27%
7	Rubber or Misc Plastics	\$164.6 M	\$688.2 M	318.14%	7.42%
8	Furniture or Fixtures	\$111.6 M	\$31.7 M	-71.64%	-6.11%
9	Waste or Scrap Materials	\$96.5 M	\$93.0 M	-3.66%	-0.19%
10	Primary Metal Products	\$91.9 M	\$131.3 M	42.90%	1.80%
Water Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$3,215.1 M	\$2,454.5 M	-23.66%	-1.34%
2	Chemicals or Allied Products	\$448.2 M	\$381.5 M	-14.86%	-0.80%
3	Food or Kindred Products	\$372.9 M	\$578.6 M	55.17%	2.22%
4	Primary Metal Products	\$34.4 M	\$43.2 M	25.61%	1.15%
5	Petroleum or Coal Products	\$7.1 M	\$10.0 M	41.53%	1.75%
6	Waste or Scrap Materials	\$1.5 M	\$0.2 M	-89.29%	-10.57%
7	Coal	\$1.2 M	\$0.6 M	-49.86%	-3.39%
8	Nonmetallic Minerals	\$0.1 M	\$0.1 M	35.38%	1.53%
Air Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Small Packaged Freight Shipments	\$242.3 M	\$323.0 M	33.28%	1.45%
2	Transportation Equipment	\$15.8 M	\$22.3 M	41.17%	1.74%
3	Electrical Equipment	\$11.4 M	\$16.2 M	41.47%	1.75%
4	Instrum, Photo Equipment, Optical Eq	\$7.1 M	\$14.2 M	100.68%	3.54%
5	Misc Mixed Shipments	\$6.4 M	\$10.0 M	55.26%	2.22%
6	Rubber or Misc Plastics	\$5.8 M	\$7.7 M	33.83%	1.47%
7	Chemicals or Allied Products	\$4.6 M	\$4.1 M	-11.13%	-0.59%



8	Printed Matter	\$2.1 M	\$1.8 M	-16.57%	-0.90%
9	Textile Mill Products	\$1.7 M	\$2.2 M	31.02%	1.36%
10	Fabricated Metal Products	\$0.3 M	\$0.4 M	37.34%	1.60%
Other Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$30.6 M	\$64.9 M	112.20%	3.83%
2	Food or Kindred Products	\$0.1 M	\$0.1 M	74.51%	2.82%
3	Fabricated Metal Products	\$0.0 M	\$0.0 M	24.94%	1.12%

Southwest District Commodity Flow Destination Tonnage Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	14,669,036	18,137,549	23.65%	1.07%
2	Farm Products	12,509,924	15,550,025	24.30%	1.09%
3	Chemicals or Allied Products	8,738,051	13,530,639	54.85%	2.21%
4	Food or Kindred Products	8,337,851	11,133,119	33.53%	1.46%
5	Coal	8,217,920	1,612,721	-80.38%	-7.82%
6	Secondary Traffic	6,978,899	8,462,550	21.26%	0.97%
7	Petroleum or Coal Products	4,972,094	4,048,809	-18.57%	-1.02%
8	Clay, Concrete, Glass or Stone	2,803,854	2,892,684	3.17%	0.16%
9	Waste or Scrap Materials	2,313,039	3,136,785	35.61%	1.53%
10	Transportation Equipment	1,906,458	2,792,764	46.49%	1.93%
Truck Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	13,599,689	17,051,169	25.38%	1.14%
2	Farm Products	11,372,258	14,084,615	23.85%	1.08%
3	Secondary Traffic	6,978,899	8,462,550	21.26%	0.97%
4	Food or Kindred Products	6,081,353	8,379,700	37.79%	1.62%
5	Petroleum or Coal Products	4,091,810	3,427,959	-16.22%	-0.88%
6	Waste or Scrap Materials	2,159,883	2,904,807	34.49%	1.49%
7	Clay, Concrete, Glass or Stone	2,119,419	2,180,349	2.87%	0.14%
8	Primary Metal Products	692,961	1,157,886	67.09%	2.60%
9	Lumber or Wood Products	690,074	589,125	-14.63%	-0.79%
10	Chemicals or Allied Products	664,079	1,108,070	66.86%	2.59%
Rail Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Chemicals or Allied Products	7,602,126	11,703,035	53.94%	2.18%
2	Coal	7,212,866	1,396,900	-80.63%	-7.88%
3	Food or Kindred Products	2,256,485	2,753,401	22.02%	1.00%
4	Transportation Equipment	1,466,996	2,114,065	44.11%	1.84%
5	Farm Products	1,135,431	1,460,646	28.64%	1.27%

6	Petroleum or Coal Products	823,640	587,382	-28.68%	-1.68%
7	Clay, Concrete, Glass or Stone	684,360	712,238	4.07%	0.20%
8	Misc Mixed Shipments	614,280	642,861	4.65%	0.23%
9	Nonmetallic Minerals	595,316	655,556	10.12%	0.48%
10	Primary Metal Products	333,118	430,832	29.33%	1.29%
Water Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Coal	998,189	214,615	-78.50%	-7.40%
2	Nonmetallic Minerals	474,029	430,823	-9.11%	-0.48%
3	Chemicals or Allied Products	471,541	719,052	52.49%	2.13%
4	Petroleum or Coal Products	56,644	33,468	-40.92%	-2.60%
5	Primary Metal Products	49,980	65,166	30.38%	1.34%
6	Farm Products	2,235	4,764	113.15%	3.86%
Air Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Small Packaged Freight Shipments	4,050	5,681	40.27%	1.71%
2	Instrum, Photo Equipment, Optical Eq	1,054	2,121	101.23%	3.56%
3	Misc Mixed Shipments	997	1,113	11.63%	0.55%
4	Electrical Equipment	833	1,541	84.99%	3.12%
5	Misc Manufacturing Products	494	676	36.84%	1.58%
6	Machinery	383	732	91.12%	3.29%
7	Transportation Equipment	314	466	48.41%	1.99%
8	Chemicals or Allied Products	305	482	58.03%	2.31%
9	Fresh Fish or Marine Products	300	374	24.67%	1.11%
10	Printed Matter	182	204	12.09%	0.57%
Other Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Crude Petrol. or Natural Gas	4,115	4,139	0.58%	0.03%
2	Misc Mixed Shipments	158	403	155.06%	4.79%
3	Machinery	106	316	198.11%	5.61%
4	Transportation Equipment	86	241	180.23%	5.29%
5	Electrical Equipment	31	116	274.19%	6.82%
6	Primary Metal Products	19	45	136.84%	4.41%

Southwest District Commodity Flow Destination Value Data					
All Modes Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$28,323.5 M	\$33,202.0 M	17.22%	0.80%
2	Transportation Equipment	\$19,708.2 M	\$28,802.5 M	46.15%	1.92%
3	Chemicals or Allied Products	\$10,353.1 M	\$15,994.4 M	54.49%	2.20%
4	Farm Products	\$10,248.0 M	\$12,866.3 M	25.55%	1.14%



5	Food or Kindred Products	\$8,256.9 M	\$11,041.0 M	33.72%	1.46%
6	Petroleum or Coal Products	\$4,369.6 M	\$3,433.9 M	-21.41%	-1.20%
7	Misc Mixed Shipments	\$4,238.4 M	\$4,488.3 M	5.90%	0.29%
8	Primary Metal Products	\$2,782.9 M	\$4,173.7 M	49.98%	2.05%
9	Electrical Equipment	\$2,260.5 M	\$4,669.2 M	106.56%	3.69%
10	Rubber or Misc Plastics	\$2,012.9 M	\$3,033.3 M	50.69%	2.07%
Truck Freight Destination Data					
Rank	Commodity	2023 Value	2023 Value	% Change	CAGR
1	Secondary Traffic	\$28,323.5 M	\$33,202.0 M	17.22%	0.80%
2	Farm Products	\$9,717.1 M	\$12,201.1 M	25.56%	1.14%
3	Food or Kindred Products	\$6,758.1 M	\$9,109.7 M	34.80%	1.50%
4	Transportation Equipment	\$4,020.3 M	\$6,216.2 M	54.62%	2.20%
5	Petroleum or Coal Products	\$3,454.4 M	\$2,824.7 M	-18.23%	-1.00%
6	Chemicals or Allied Products	\$2,879.3 M	\$4,791.4 M	66.41%	2.58%
7	Electrical Equipment	\$1,950.3 M	\$4,126.7 M	111.59%	3.82%
8	Primary Metal Products	\$1,824.3 M	\$2,948.8 M	61.64%	2.43%
9	Fabricated Metal Products	\$1,794.0 M	\$2,257.3 M	25.82%	1.16%
10	Rubber or Misc Plastics	\$1,662.4 M	\$2,396.1 M	44.13%	1.84%
Rail Freight Destination Data					
Rank	Commodity	2023 Value	2023 Value	% Change	CAGR
1	Transportation Equipment	\$15,677.8 M	\$22,571.7 M	43.97%	1.84%
2	Chemicals or Allied Products	\$7,175.3 M	\$10,687.1 M	48.94%	2.01%
3	Misc Mixed Shipments	\$4,188.8 M	\$4,383.7 M	4.65%	0.23%
4	Food or Kindred Products	\$1,498.9 M	\$1,931.3 M	28.85%	1.28%
5	Primary Metal Products	\$861.9 M	\$1,100.4 M	27.67%	1.23%
6	Petroleum or Coal Products	\$845.5 M	\$568.0 M	-32.83%	-1.97%
7	Instrum, Photo Equipment, Optical Eq	\$667.9 M	\$1,031.2 M	54.39%	2.20%
8	Farm Products	\$530.1 M	\$663.5 M	25.17%	1.13%
9	Rubber or Misc Plastics	\$345.6 M	\$630.8 M	82.49%	3.05%
10	Electrical Equipment	\$282.5 M	\$487.4 M	72.52%	2.76%
Water Freight Destination Data					
Rank	Commodity	2023 Value	2023 Value	% Change	CAGR
1	Chemicals or Allied Products	\$290.9 M	\$504.4 M	73.39%	2.79%
2	Nonmetallic Minerals	\$106.7 M	\$138.9 M	30.22%	1.33%
3	Primary Metal Products	\$95.6 M	\$122.6 M	28.22%	1.25%
4	Petroleum or Coal Products	\$69.7 M	\$41.3 M	-40.81%	-2.59%
5	Coal	\$29.5 M	\$6.3 M	-78.50%	-7.40%
6	Farm Products	\$0.8 M	\$1.7 M	102.54%	3.59%
Air Freight Destination Data					
Rank	Commodity	2023 Value	2023 Value	% Change	CAGR
1	Small Packaged Freight Shipments	\$269.5 M	\$378.1 M	40.29%	1.71%

2	Instrum, Photo Equipment, Optical Eq	\$46.6 M	\$94.1 M	102.02%	3.58%
3	Electrical Equipment	\$27.1 M	\$53.3 M	96.57%	3.44%
4	Machinery	\$13.7 M	\$24.7 M	80.47%	3.00%
5	Transportation Equipment	\$9.2 M	\$12.4 M	33.97%	1.47%
6	Fabricated Metal Products	\$8.3 M	\$9.8 M	18.91%	0.87%
7	Chemicals or Allied Products	\$7.7 M	\$11.6 M	51.44%	2.10%
8	Misc Mixed Shipments	\$6.8 M	\$7.6 M	11.58%	0.55%
9	Fresh Fish or Marine Products	\$6.3 M	\$7.9 M	24.82%	1.11%
10	Rubber or Misc Plastics	\$4.9 M	\$6.4 M	31.13%	1.36%
Other Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Crude Petrol. or Natural Gas	\$1.7 M	\$1.7 M	0.64%	0.03%
2	Machinery	\$1.7 M	\$5.0 M	190.83%	5.48%
3	Transportation Equipment	\$0.8 M	\$2.3 M	187.68%	5.43%
4	Electrical Equipment	\$0.5 M	\$1.8 M	273.48%	6.81%
5	Misc Mixed Shipments	\$0.3 M	\$0.6 M	148.83%	4.66%
6	Primary Metal Products	\$0.1 M	\$0.1 M	146.41%	4.61%

St. Louis District Commodity Flow Data

St. Louis District Commodity Flow Origin Tonnage Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	22,555,566	23,664,343	4.92%	0.24%
2	Petroleum or Coal Products	7,673,948	6,904,837	-10.02%	-0.53%
3	Waste or Scrap Materials	5,619,739	7,543,289	34.23%	1.48%
4	Secondary Traffic	5,472,414	8,618,361	57.49%	2.30%
5	Farm Products	4,872,790	7,123,763	46.19%	1.92%
6	Food or Kindred Products	4,445,218	5,162,142	16.13%	0.75%
7	Clay, Concrete, Glass or Stone	3,615,242	3,895,449	7.75%	0.37%
8	Chemicals or Allied Products	3,350,772	4,446,964	32.71%	1.43%
9	Coal	1,313,101	1,161,932	-11.51%	-0.61%
10	Fabricated Metal Products	569,571	581,209	2.04%	0.10%
11	Transportation Equipment	537,625	706,228	31.36%	1.37%
Truck Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	20,770,888	21,113,828	1.65%	0.08%
2	Petroleum or Coal Products	7,396,502	6,581,919	-11.01%	-0.58%
3	Secondary Traffic	5,472,414	8,618,361	57.49%	2.30%
4	Waste or Scrap Materials	5,041,061	7,108,208	41.01%	1.73%
5	Food or Kindred Products	3,891,892	4,520,774	16.16%	0.75%
6	Chemicals or Allied Products	2,479,466	3,184,306	28.43%	1.26%
7	Clay, Concrete, Glass or Stone	1,122,316	1,237,432	10.26%	0.49%
8	Fabricated Metal Products	568,490	579,859	2.00%	0.10%
9	Farm Products	556,605	870,672	56.43%	2.26%
10	Transportation Equipment	275,582	347,794	26.20%	1.17%
11	Rubber or Misc Plastics	259,436	308,779	19.02%	0.87%
Rail Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Chemicals or Allied Products	755,588	1,131,495	49.75%	2.04%
2	Clay, Concrete, Glass or Stone	552,645	575,133	4.07%	0.20%
3	Waste or Scrap Materials	414,850	326,837	-21.22%	-1.19%
4	Food or Kindred Products	383,890	472,648	23.12%	1.05%
5	Misc Mixed Shipments	382,120	399,895	4.65%	0.23%
6	Nonmetallic Minerals	324,840	390,917	20.34%	0.93%
7	Transportation Equipment	256,874	350,144	36.31%	1.56%
8	Farm Products	124,857	153,261	22.75%	1.03%
9	Petroleum or Coal Products	55,900	51,230	-8.35%	-0.44%
10	Apparel or Related Products	30,400	14,449	-52.47%	-3.65%

Water Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Farm Products	4,191,166	6,099,630	45.54%	1.89%
2	Clay, Concrete, Glass or Stone	1,940,270	2,082,871	7.35%	0.36%
3	Nonmetallic Minerals	1,459,835	2,159,595	47.93%	1.98%
4	Coal	1,313,099	1,161,930	-11.51%	-0.61%
5	Petroleum or Coal Products	221,544	271,687	22.63%	1.03%
6	Food or Kindred Products	169,319	168,552	-0.45%	-0.02%
7	Waste or Scrap Materials	163,828	108,244	-33.93%	-2.05%
8	Chemicals or Allied Products	114,122	129,013	13.05%	0.62%
9	Metallic Ores	44,887	112,130	149.81%	4.68%
10	Primary Metal Products	8,809	4,021	-54.35%	-3.85%
Air Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Small Packaged Freight Shipments	12,511	16,928	35.30%	1.52%
2	Instrum, Photo Equipment, Optical Eq	5,559	12,739	129.16%	4.23%
3	Electrical Equipment	5,191	8,520	64.13%	2.51%
4	Transportation Equipment	4,688	7,471	59.36%	2.36%
5	Textile Mill Products	4,120	5,815	41.14%	1.74%
6	Furniture or Fixtures	1,636	2,402	46.82%	1.94%
7	Chemicals or Allied Products	1,575	2,124	34.86%	1.51%
8	Misc Manufacturing Products	857	1,192	39.09%	1.66%
9	Fabricated Metal Products	281	456	62.28%	2.45%
10	Misc Mixed Shipments	259	350	35.14%	1.52%
Other Freight Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	481	819	70.27%	2.70%
2	Chemicals or Allied Products	21	26	23.81%	1.07%
3	Food or Kindred Products	18	18	0.00%	0.00%
4	Machinery	10	7	-30.00%	-1.77%
5	Primary Metal Products	5	10	100.00%	3.53%

St. Louis District Commodity Flow Origin Value Data					
All Modes Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$16,161.5 M	\$22,343.4 M	38.25%	1.63%
2	Chemicals or Allied Products	\$10,831.3 M	\$12,566.5 M	16.02%	0.75%
3	Petroleum or Coal Products	\$7,453.9 M	\$6,644.8 M	-10.85%	-0.57%
4	Transportation Equipment	\$5,928.5 M	\$7,786.9 M	31.35%	1.37%
5	Food or Kindred Products	\$5,845.9 M	\$7,226.3 M	23.61%	1.07%
6	Fabricated Metal Products	\$3,137.3 M	\$3,295.9 M	5.05%	0.25%



7	Electrical Equipment	\$2,640.5 M	\$4,573.1 M	73.19%	2.78%
8	Misc Mixed Shipments	\$2,607.5 M	\$2,729.3 M	4.67%	0.23%
9	Machinery	\$1,971.7 M	\$2,303.6 M	16.83%	0.78%
10	Waste or Scrap Materials	\$1,779.8 M	\$2,479.1 M	39.29%	1.67%
11	Farm Products	\$1,546.8 M	\$2,301.4 M	48.79%	2.01%
Truck Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$16,161.5 M	\$22,343.4 M	38.25%	1.63%
2	Chemicals or Allied Products	\$9,973.6 M	\$11,364.8 M	13.95%	0.66%
3	Petroleum or Coal Products	\$7,256.5 M	\$6,404.3 M	-11.74%	-0.62%
4	Food or Kindred Products	\$5,435.9 M	\$6,737.8 M	23.95%	1.08%
5	Transportation Equipment	\$3,324.8 M	\$4,164.8 M	25.27%	1.13%
6	Fabricated Metal Products	\$3,123.0 M	\$3,275.4 M	4.88%	0.24%
7	Electrical Equipment	\$2,541.8 M	\$4,411.0 M	73.54%	2.79%
8	Machinery	\$1,943.0 M	\$2,255.5 M	16.08%	0.75%
9	Waste or Scrap Materials	\$1,607.2 M	\$2,352.7 M	46.39%	1.92%
10	Rubber or Misc Plastics	\$1,253.5 M	\$1,533.6 M	22.34%	1.01%
11	Ordnance or Accessories	\$611.8 M	\$619.0 M	1.18%	0.06%
Rail Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Misc Mixed Shipments	\$2,605.7 M	\$2,726.9 M	4.65%	0.23%
2	Transportation Equipment	\$2,463.6 M	\$3,383.5 M	37.34%	1.60%
3	Chemicals or Allied Products	\$786.0 M	\$1,119.7 M	42.45%	1.78%
4	Food or Kindred Products	\$353.3 M	\$430.9 M	21.99%	1.00%
5	Apparel or Related Products	\$224.6 M	\$114.0 M	-49.24%	-3.33%
6	Waste or Scrap Materials	\$121.3 M	\$92.5 M	-23.78%	-1.35%
7	Clay, Concrete, Glass or Stone	\$98.4 M	\$102.6 M	4.24%	0.21%
8	Freight Forwarder Traffic	\$55.9 M	\$76.5 M	36.74%	1.58%
9	Rubber or Misc Plastics	\$40.6 M	\$50.9 M	25.28%	1.13%
10	Petroleum or Coal Products	\$26.6 M	\$24.4 M	-8.25%	-0.43%
Water Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Farm Products	\$1,342.4 M	\$1,991.5 M	48.35%	1.99%
2	Clay, Concrete, Glass or Stone	\$410.2 M	\$446.9 M	8.96%	0.43%
3	Petroleum or Coal Products	\$170.7 M	\$216.1 M	26.57%	1.18%
4	Chemicals or Allied Products	\$69.4 M	\$79.1 M	13.94%	0.65%
5	Food or Kindred Products	\$56.4 M	\$56.9 M	0.90%	0.04%
6	Waste or Scrap Materials	\$51.3 M	\$33.9 M	-33.93%	-2.05%
7	Metallic Ores	\$46.0 M	\$151.6 M	229.29%	6.14%
8	Coal	\$38.8 M	\$34.3 M	-11.51%	-0.61%
9	Nonmetallic Minerals	\$16.5 M	\$22.7 M	38.14%	1.63%

10	Primary Metal Products	\$14.5 M	\$6.6 M	-54.36%	-3.85%
Air Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Small Packaged Freight Shipments	\$832.5 M	\$1,126.5 M	35.31%	1.52%
2	Instrum, Photo Equipment, Optical Eq	\$236.4 M	\$541.7 M	129.14%	4.23%
3	Transportation Equipment	\$105.1 M	\$167.5 M	59.38%	2.36%
4	Electrical Equipment	\$96.4 M	\$158.3 M	64.12%	2.51%
5	Textile Mill Products	\$37.4 M	\$52.8 M	41.13%	1.74%
6	Furniture or Fixtures	\$12.8 M	\$18.8 M	46.85%	1.94%
7	Rubber or Misc Plastics	\$9.7 M	\$11.5 M	18.55%	0.85%
8	Fabricated Metal Products	\$9.0 M	\$14.7 M	61.97%	2.44%
9	Machinery	\$3.6 M	\$6.0 M	68.80%	2.65%
10	Misc Manufacturing Products	\$2.7 M	\$3.8 M	39.16%	1.67%
Other Freight Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$35.0 M	\$71.1 M	103.18%	3.61%
2	Machinery	\$0.1 M	\$0.1 M	-24.68%	-1.41%
3	Chemicals or Allied Products	\$0.1 M	\$0.1 M	20.41%	0.93%
4	Food or Kindred Products	\$0.0 M	\$0.0 M	8.05%	0.39%
5	Primary Metal Products	\$0.0 M	\$0.1 M	101.47%	3.56%

St. Louis District Commodity Flow Destination Tonnage Data					
All Modes Destination Origin Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	26,651,092	31,701,242	18.95%	0.87%
2	Coal	13,189,009	2,765,606	-79.03%	-7.51%
3	Farm Products	9,034,071	9,388,860	3.93%	0.19%
4	Secondary Traffic	6,985,198	8,996,104	28.79%	1.27%
5	Petroleum or Coal Products	6,962,299	5,882,690	-15.51%	-0.84%
6	Food or Kindred Products	4,346,784	5,622,823	29.36%	1.30%
7	Clay, Concrete, Glass or Stone	4,187,567	4,518,840	7.91%	0.38%
8	Chemicals or Allied Products	3,245,011	5,309,349	63.62%	2.49%
9	Waste or Scrap Materials	3,217,613	4,297,103	33.55%	1.46%
10	Crude Petrol. or Natural Gas	1,369,164	1,375,372	0.45%	0.02%
Truck Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Nonmetallic Minerals	24,983,919	29,840,589	19.44%	0.89%
2	Farm Products	8,069,187	8,327,179	3.20%	0.16%
3	Secondary Traffic	6,985,198	8,996,104	28.79%	1.27%
4	Petroleum or Coal Products	6,389,146	5,422,763	-15.13%	-0.82%
5	Clay, Concrete, Glass or Stone	3,528,420	3,879,192	9.94%	0.48%



6	Waste or Scrap Materials	3,177,563	4,246,890	33.65%	1.46%
7	Food or Kindred Products	3,148,790	4,178,081	32.69%	1.42%
8	Lumber or Wood Products	1,130,639	906,591	-19.82%	-1.10%
9	Chemicals or Allied Products	787,710	1,193,372	51.50%	2.10%
10	Primary Metal Products	618,830	986,856	59.47%	2.36%
Rail Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Coal	13,011,184	2,708,454	-79.18%	-7.55%
2	Food or Kindred Products	1,188,070	1,428,033	20.20%	0.92%
3	Farm Products	943,799	1,034,754	9.64%	0.46%
4	Chemicals or Allied Products	943,316	1,868,845	98.11%	3.48%
5	Misc Mixed Shipments	362,880	541,193	49.14%	2.02%
6	Transportation Equipment	298,410	425,355	42.54%	1.79%
7	Nonmetallic Minerals	217,659	101,376	-53.42%	-3.75%
8	Lumber or Wood Products	179,525	215,973	20.30%	0.93%
9	Pulp, Paper or Allied Products	134,900	138,113	2.38%	0.12%
10	Primary Metal Products	90,845	132,855	46.24%	1.92%
Water Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Chemicals or Allied Products	1,511,765	2,243,905	48.43%	1.99%
2	Nonmetallic Minerals	1,449,510	1,759,272	21.37%	0.97%
3	Clay, Concrete, Glass or Stone	587,941	561,384	-4.52%	-0.23%
4	Petroleum or Coal Products	509,350	400,340	-21.40%	-1.20%
5	Primary Metal Products	182,463	289,569	58.70%	2.34%
6	Metallic Ores	49,947	51,649	3.41%	0.17%
7	Fabricated Metal Products	31,579	40,756	29.06%	1.28%
8	Waste or Scrap Materials	27,125	35,175	29.68%	1.31%
9	Coal	21,499	17,641	-17.95%	-0.98%
10	Farm Products	21,025	26,850	27.71%	1.23%
Air Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Small Packaged Freight Shipments	12,880	18,069	40.29%	1.71%
2	Transportation Equipment	7,340	10,778	46.84%	1.94%
3	Electrical Equipment	5,291	7,746	46.40%	1.92%
4	Instrum, Photo Equipment, Optical Eq	3,815	7,612	99.53%	3.51%
5	Food or Kindred Products	3,741	5,310	41.94%	1.77%
6	Misc Manufacturing Products	2,663	3,612	35.64%	1.54%
7	Chemicals or Allied Products	2,220	3,227	45.36%	1.89%
8	Textile Mill Products	1,644	2,161	31.45%	1.38%
9	Machinery	1,343	2,107	56.89%	2.28%
10	Fabricated Metal Products	516	758	46.90%	1.94%

Other Freight Destination Data					
Rank	Commodity	2023 Tons	2043 Tons	% Change	CAGR
1	Transportation Equipment	107	215	100.93%	3.55%
2	Primary Metal Products	50	129	158.00%	4.85%
3	Misc Mixed Shipments	39	108	176.92%	5.22%
4	Electrical Equipment	3	14	366.67%	8.01%

St. Louis District Commodity Flow Destination Value Data					
All Modes Destination Origin Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$18,095.7 M	\$22,348.6 M	23.50%	1.06%
2	Transportation Equipment	\$11,271.9 M	\$16,121.1 M	43.02%	1.81%
3	Chemicals or Allied Products	\$8,251.8 M	\$14,087.3 M	70.72%	2.71%
4	Food or Kindred Products	\$7,243.6 M	\$9,707.4 M	34.01%	1.47%
5	Petroleum or Coal Products	\$5,796.0 M	\$4,728.9 M	-18.41%	-1.01%
6	Electrical Equipment	\$5,288.2 M	\$11,207.7 M	111.94%	3.83%
7	Machinery	\$4,218.4 M	\$6,637.9 M	57.36%	2.29%
8	Farm Products	\$4,193.7 M	\$4,642.0 M	10.69%	0.51%
9	Fabricated Metal Products	\$3,488.6 M	\$4,316.5 M	23.73%	1.07%
10	Rubber or Misc Plastics	\$2,707.9 M	\$3,705.0 M	36.82%	1.58%
Truck Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Secondary Traffic	\$18,095.7 M	\$22,348.6 M	23.50%	1.06%
2	Transportation Equipment	\$8,114.9 M	\$11,588.6 M	42.81%	1.80%
3	Food or Kindred Products	\$6,524.1 M	\$8,815.5 M	35.12%	1.52%
4	Petroleum or Coal Products	\$5,435.9 M	\$4,490.3 M	-17.40%	-0.95%
5	Electrical Equipment	\$5,183.8 M	\$11,053.9 M	113.24%	3.86%
6	Chemicals or Allied Products	\$5,111.2 M	\$7,639.5 M	49.47%	2.03%
7	Machinery	\$4,180.7 M	\$6,558.8 M	56.88%	2.28%
8	Farm Products	\$3,888.7 M	\$4,296.5 M	10.49%	0.50%
9	Fabricated Metal Products	\$3,327.4 M	\$4,105.8 M	23.39%	1.06%
10	Rubber or Misc Plastics	\$2,630.4 M	\$3,599.8 M	36.85%	1.58%
Rail Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$2,992.1 M	\$4,289.9 M	43.38%	1.82%
2	Misc Mixed Shipments	\$2,474.5 M	\$3,690.5 M	49.14%	2.02%
3	Chemicals or Allied Products	\$1,316.8 M	\$3,583.6 M	172.14%	5.13%
4	Food or Kindred Products	\$702.8 M	\$867.2 M	23.40%	1.06%
5	Coal	\$384.4 M	\$80.0 M	-79.18%	-7.55%
6	Farm Products	\$289.5 M	\$320.6 M	10.73%	0.51%
7	Primary Metal Products	\$181.2 M	\$265.0 M	46.22%	1.92%



8	Pulp, Paper or Allied Products	\$175.6 M	\$177.4 M	1.03%	0.05%
9	Lumber or Wood Products	\$74.9 M	\$87.9 M	17.29%	0.80%
10	Petroleum or Coal Products	\$71.5 M	\$65.9 M	-7.83%	-0.41%
Water Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Chemicals or Allied Products	\$1,766.4 M	\$2,782.2 M	57.50%	2.30%
2	Primary Metal Products	\$354.2 M	\$557.3 M	57.35%	2.29%
3	Petroleum or Coal Products	\$288.6 M	\$172.7 M	-40.16%	-2.53%
4	Fabricated Metal Products	\$143.0 M	\$184.5 M	29.06%	1.28%
5	Clay, Concrete, Glass or Stone	\$133.1 M	\$127.1 M	-4.52%	-0.23%
6	Forest Products	\$53.4 M	\$70.5 M	32.08%	1.40%
7	Nonmetallic Minerals	\$25.4 M	\$40.3 M	58.59%	2.33%
8	Farm Products	\$15.5 M	\$24.8 M	60.40%	2.39%
9	Waste or Scrap Materials	\$8.5 M	\$11.0 M	29.68%	1.31%
10	Metallic Ores	\$6.9 M	\$7.1 M	3.80%	0.19%
Air Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Small Packaged Freight Shipments	\$857.1 M	\$1,202.5 M	40.29%	1.71%
2	Transportation Equipment	\$164.4 M	\$241.6 M	46.94%	1.94%
3	Instrum, Photo Equipment, Optical Eq	\$162.2 M	\$323.7 M	99.54%	3.51%
4	Electrical Equipment	\$98.4 M	\$144.6 M	46.91%	1.94%
5	Chemicals or Allied Products	\$57.4 M	\$82.0 M	42.90%	1.80%
6	Machinery	\$33.4 M	\$72.9 M	118.50%	3.99%
7	Rubber or Misc Plastics	\$19.0 M	\$23.4 M	23.34%	1.05%
8	Fabricated Metal Products	\$16.6 M	\$24.4 M	46.93%	1.94%
9	Textile Mill Products	\$14.9 M	\$19.6 M	31.41%	1.38%
10	Food or Kindred Products	\$14.9 M	\$21.1 M	41.59%	1.75%
Other Freight Destination Data					
Rank	Commodity	2023 Value	2043 Value	% Change	CAGR
1	Transportation Equipment	\$0.5 M	\$1.0 M	99.57%	3.52%
2	Misc Mixed Shipments	\$0.4 M	\$1.0 M	173.27%	5.15%
3	Primary Metal Products	\$0.1 M	\$0.4 M	157.45%	4.84%
4	Electrical Equipment	\$0.0 M	\$0.0 M	297.64%	7.15%

Appendix I – Top 100 Highway Bottleneck Locations



Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95 th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MOP0000886	Kansas City, MO--KS	1	1.1	5,785	29,382	27,667	4.59	199.7%	1.53	3.16	\$2.4M	\$28.2B
MON0000497	St. Joseph, MO--KS	2	7.7	495	17,531	2,277	8.14	244.3%	2.36	2.33	\$1.4M	\$1.2B
MOP0000959	St. Louis, MO--IL	3	2.2	8,410	55,921	25,060	3.10	126.9%	1.36	2.22	\$4.5M	\$29.2B
MOP00001047	St. Joseph, MO--KS	4	7.7	495	22,564	2,931	9.17	222.9%	2.84	2.08	\$1.8M	\$1.2B
MOP0000564	St. Louis, MO--IL	5	3.1	211	3,041	996	4.37	147.1%	1.77	2.07	\$0.2M	\$0.4B
MON0000451	Kansas City, MO--KS	6	3.3	10,097	63,707	19,477	2.27	85.9%	1.20	1.89	\$5.1M	\$44.1B
MON0000370	St. Louis, MO--IL	7	1.7	9,409	31,111	18,215	2.24	82.7%	1.22	1.82	\$2.5M	\$32.5B
MOP0000813	Kansas City, MO--KS	8	1.4	151	995	730	4.10	141.9%	1.69	1.77	\$0.1M	\$0.4B
MOP0000708	St. Louis, MO--IL	9	0.2	927	1,815	11,491	4.90	140.8%	2.03	1.77	\$0.1M	\$2.2B
MOP0000804	[Not Part of an Urban Area]	10	1.0	351	1,179	1,160	5.87	160.7%	2.24	1.72	\$0.1M	\$1.1B
MON0000501	Kansas City, MO--KS	11	3.6	607	6,060	1,694	2.38	59.4%	1.40	1.72	\$0.5M	\$1.3B
MON0000214	[Not Part of an Urban Area]	12	1.6	741	7,280	4,703	4.31	158.8%	1.66	1.71	\$0.6M	\$2.5B
MOP0000814	Kansas City, MO--KS	13	5.9	1,165	35,118	5,984	4.43	142.9%	1.78	1.71	\$2.8M	\$2.1B
MOP0000799	[Not Part of an Urban Area]	14	4.6	1,076	8,268	1,793	4.58	155.0%	1.79	1.70	\$0.7M	\$1.8B
MOP0000661	[Not Part of an Urban Area]	15	8.5	637	25,086	2,962	5.58	179.1%	2.00	1.69	\$2.0M	\$1.5B
MON0000324	[Not Part of an Urban Area]	16	4.5	271	2,397	535	1.67	34.2%	1.24	1.68	\$0.2M	\$0.8B
MON0000436	Kansas City, MO--KS	17	3.0	6,537	27,130	9,209	2.18	72.0%	1.27	1.68	\$2.2M	\$22.6B

Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95 th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MON0000255	Kansas City, MO--KS	18	5.9	1,166	36,023	6,108	4.72	144.7%	1.86	1.68	\$2.9M	\$2.1B
MON000080	Springfield, MO	19	3.1	582	6,920	2,254	3.66	127.0%	1.61	1.68	\$0.6M	\$1.2B
MON00002	Kansas City, MO--KS	20	4.1	5,278	28,270	6,821	1.92	63.0%	1.15	1.67	\$2.3M	\$18.6B
MON0000170	St. Louis, MO--IL	21	0.3	927	1,917	5,931	4.56	122.1%	2.05	1.67	\$0.2M	\$2.2B
MON000095	St. Louis, MO--IL	22	0.6	452	2,627	4,721	5.35	147.9%	2.17	1.66	\$0.2M	\$0.8B
MOP0000660	[Not Part of an Urban Area]	23	5.1	223	2,656	519	1.96	52.6%	1.29	1.65	\$0.2M	\$0.7B
MOP0000811	Kansas City, MO--KS	24	3.8	800	6,721	1,780	2.86	97.2%	1.38	1.65	\$0.5M	\$1.8B
MOP0000808	Kansas City, MO--KS	25	4.3	528	9,869	2,289	3.32	113.3%	1.54	1.65	\$0.8M	\$2.2B
MOP0000762	[Not Part of an Urban Area]	26	10.5	76	1,267	121	1.77	44.9%	1.22	1.64	\$0.1M	\$0.2B
MOP00001063	Kansas City, MO--KS	27	2.6	2,460	13,852	5,378	2.66	88.3%	1.35	1.63	\$1.1M	\$6.6B
MOP0000615	Springfield, MO	28	3.2	581	7,807	2,455	3.90	123.7%	1.74	1.63	\$0.6M	\$1.2B
MON0000496	St. Joseph, MO--KS	29	2.1	622	9,779	4,645	4.57	133.9%	1.90	1.63	\$0.8M	\$1.6B
MOP00001060	[Not Part of an Urban Area]	30	2.3	335	1,684	725	2.09	62.9%	1.29	1.62	\$0.1M	\$1.0B
MON0000222	[Not Part of an Urban Area]	31	10.4	272	5,768	553	1.89	49.0%	1.27	1.62	\$0.5M	\$0.6B
MON0000473	Kansas City, MO--KS	32	3.5	4,497	23,660	6,842	2.08	65.6%	1.19	1.62	\$1.9M	\$15.5B
MOP0000308	[Not Part of an Urban Area]	33	49.7	1,837	2,219	45	2.81	90.8%	1.47	1.61	\$0.2M	\$5.0B
MON0000128	[Not Part of an Urban Area]	34	8.5	637	21,112	2,495	3.84	127.0%	1.69	1.61	\$1.7M	\$1.5B



Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95 th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MON0000413	St. Louis, MO--IL	35	3.7	8,758	40,671	10,989	2.02	64.6%	1.20	1.61	\$3.3M	\$30.3B
MOP0000599	St. Louis, MO--IL	36	4.2	952	14,742	3,555	3.14	100.5%	1.56	1.61	\$1.2M	\$2.2B
MOP0000565	St. Louis, MO--IL	37	9.3	689	36,783	3,936	3.83	123.0%	1.71	1.61	\$2.9M	\$2.1B
MON000093	[Not Part of an Urban Area]	38	0.7	241	346	483	4.15	117.1%	1.91	1.60	\$0.0M	\$0.5B
MOP0000835	Kansas City, MO--KS	39	1.1	303	3,389	3,234	6.09	171.5%	2.24	1.60	\$0.3M	\$0.9B
MON0000256	Kansas City, MO--KS	40	1.4	151	771	550	2.68	85.0%	1.45	1.60	\$0.1M	\$0.4B
MOP0000946	St. Louis, MO--IL	41	2.3	6,477	20,153	8,898	1.86	59.8%	1.16	1.60	\$1.6M	\$22.3B
MOP0000990	St. Louis, MO--IL	42	1.6	607	3,859	2,347	4.42	124.1%	1.98	1.60	\$0.3M	\$1.1B
MON000078	Kansas City, MO--KS	43	1.6	1,032	8,306	5,200	3.64	116.9%	1.67	1.59	\$0.7M	\$3.2B
MON0000378	St. Louis, MO--IL	44	7.8	9,091	121,258	15,570	2.07	61.8%	1.22	1.59	\$9.7M	\$41.5B
MOP0000568	St. Louis, MO--IL	45	2.4	724	6,788	2,863	3.50	113.8%	1.63	1.59	\$0.5M	\$2.0B
MOP0000803	[Not Part of an Urban Area]	46	7.4	176	2,948	399	2.62	89.5%	1.38	1.58	\$0.2M	\$0.5B
MON0000233	Cape Girardeau, MO--IL	47	5.5	607	16,368	2,999	3.28	104.8%	1.59	1.58	\$1.3M	\$1.6B
MON0000990	St. Louis, MO--IL	48	1.6	607	3,980	2,421	4.68	141.4%	1.93	1.58	\$0.3M	\$1.1B
MOP00001065	Jefferson City, MO	49	1.7	514	4,000	2,336	3.29	104.0%	1.61	1.57	\$0.3M	\$1.0B
MOP0000628	St. Louis, MO--IL	50	0.6	452	2,398	4,317	4.55	121.5%	2.05	1.57	\$0.2M	\$0.8B
MON0000356	St. Louis, MO--IL	51	2.8	1,832	9,645	3,513	2.21	73.1%	1.26	1.57	\$0.8M	\$4.8B

Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95 th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MON0000236	[Not Part of an Urban Area]	52	5.6	540	9,155	1,629	3.12	100.0%	1.56	1.56	\$0.7M	\$1.7B
MON000060	St. Louis, MO--IL	53	4.0	957	14,056	3,485	3.15	102.6%	1.55	1.56	\$1.1M	\$2.2B
MOP0000868	[Not Part of an Urban Area]	54	4.3	451	7,563	1,777	3.06	90.7%	1.60	1.55	\$0.6M	\$1.7B
MOP0000617	Springfield, MO	55	7.1	496	15,969	2,257	3.22	95.0%	1.59	1.54	\$1.3M	\$1.3B
MON000032	St. Louis, MO--IL	56	5.3	643	17,100	3,253	3.41	110.1%	1.61	1.54	\$1.4M	\$2.0B
MOP0000566	St. Louis, MO--IL	57	2.4	687	6,881	2,850	3.24	109.2%	1.55	1.54	\$0.6M	\$1.4B
MOP00001048	St. Joseph, MO--KS	58	2.1	622	9,470	4,511	3.98	116.1%	1.84	1.53	\$0.8M	\$1.6B
MON0000307	[Not Part of an Urban Area]	59	6.5	621	10,254	1,585	3.06	105.0%	1.49	1.52	\$0.8M	\$1.9B
MON000033	St. Louis, MO--IL	60	6.7	840	25,692	3,834	3.29	103.0%	1.61	1.52	\$2.1M	\$2.1B
MON000034	St. Louis, MO--IL	61	5.0	418	8,227	1,639	3.38	110.5%	1.59	1.52	\$0.7M	\$1.0B
MON000037	St. Louis, MO--IL	62	3.1	211	1,922	623	3.29	109.3%	1.57	1.52	\$0.2M	\$0.4B
MOP0000764	[Not Part of an Urban Area]	63	10.4	272	5,626	540	1.87	46.5%	1.27	1.51	\$0.5M	\$0.6B
MOP0000782	Cape Girardeau, MO--IL	64	5.5	607	16,222	2,940	3.07	93.0%	1.57	1.51	\$1.3M	\$1.6B
MON0000247	[Not Part of an Urban Area]	65	4.7	1,052	7,209	1,531	3.58	114.5%	1.66	1.50	\$0.6M	\$1.8B
MOP0000769	[Not Part of an Urban Area]	66	1.6	741	6,954	4,492	3.56	117.3%	1.64	1.50	\$0.6M	\$2.5B
MON0000371	St. Louis, MO--IL	67	1.8	10,374	33,921	18,752	1.91	55.9%	1.21	1.50	\$2.7M	\$35.8B
MON000054	St. Louis, MO--IL	68	4.7	686	13,019	2,797	3.02	100.8%	1.50	1.50	\$1.0M	\$1.9B



Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95 th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MOP00001049	St. Joseph, MO--KS	69	5.2	702	18,780	3,649	2.86	87.5%	1.52	1.49	\$1.5M	\$2.2B
MON000053	St. Louis, MO--IL	70	6.8	671	19,091	2,814	3.25	106.2%	1.57	1.49	\$1.5M	\$2.3B
MOP00001040	St. Louis, MO--IL	71	10.6	3,436	41,869	3,958	1.80	51.4%	1.17	1.49	\$3.4M	\$14.1B
MOP0000718	Kansas City, MO--KS	72	2.4	987	10,994	4,516	3.33	106.1%	1.60	1.48	\$0.9M	\$3.0B
MON0000224	Kansas City, MO--KS	73	3.1	2,771	21,797	7,049	2.26	71.9%	1.31	1.48	\$1.7M	\$7.4B
MON000090	Springfield, MO	74	2.2	873	9,921	4,545	2.92	87.8%	1.54	1.48	\$0.8M	\$2.6B
MON000019	[Not Part of an Urban Area]	75	6.8	361	7,705	1,127	2.99	96.3%	1.51	1.47	\$0.6M	\$1.1B
MON0000804	[Not Part of an Urban Area]	76	1.0	348	854	840	4.98	160.0%	1.90	1.47	\$0.1M	\$1.1B
MOP0000681	[Not Part of an Urban Area]	77	1.3	767	4,872	3,801	2.95	91.0%	1.54	1.47	\$0.4M	\$2.2B
MON0000259	Kansas City, MO--KS	78	4.2	533	6,404	1,527	2.41	74.5%	1.37	1.47	\$0.5M	\$2.2B
MOP0000373	Kansas City, MO--KS	79	2.6	307	730	283	4.40	119.0%	2.01	1.47	\$0.1M	\$0.6B
MOP0000624	Springfield, MO	80	2.1	873	9,442	4,433	3.10	95.4%	1.57	1.47	\$0.8M	\$2.6B
MOP0000882	Springfield, MO	81	2.3	631	5,241	2,243	2.83	86.8%	1.50	1.47	\$0.4M	\$1.6B
MON000089	St. Joseph, MO--KS	82	2.0	372	4,353	2,159	3.74	115.7%	1.73	1.47	\$0.3M	\$0.9B
MOP0000623	St. Joseph, MO--KS	83	2.0	386	4,676	2,340	3.67	108.2%	1.77	1.47	\$0.4M	\$1.0B
MOP0000710	[Not Part of an Urban Area]	84	3.5	176	3,220	912	2.84	86.4%	1.50	1.46	\$0.3M	\$0.4B
MON0000151	[Not Part of an Urban Area]	85	1.3	767	4,262	3,325	2.48	70.1%	1.46	1.46	\$0.3M	\$2.2B

Segment ID	Urban Area	Rank	Length (Miles)	AADT (Trucks)	Delay (Hours)	Delay/ Mile	PTI (95 th Percentile)	BI	TTI	TRI	Cong. Cost	FAF Value
MON0000272	Kansas City, MO--KS	86	1.1	302	1,675	1,564	3.59	108.9%	1.71	1.46	\$0.1M	\$0.9B
MON0000495	St. Joseph, MO--KS	87	4.0	791	15,375	3,825	2.90	88.6%	1.53	1.46	\$1.2M	\$2.3B
MON000044	St. Louis, MO--IL	88	3.5	625	13,677	3,889	3.22	96.9%	1.63	1.46	\$1.1M	\$1.2B
MOP0000711	[Not Part of an Urban Area]	89	1.2	417	1,970	1,606	2.66	84.8%	1.43	1.45	\$0.2M	\$1.4B
MOP0000883	Springfield, MO	90	2.0	949	6,271	3,110	2.66	83.5%	1.45	1.45	\$0.5M	\$2.4B
MOP0000585	St. Louis, MO--IL	91	6.7	672	17,759	2,633	3.11	99.7%	1.54	1.45	\$1.4M	\$2.3B
MON0000257	Kansas City, MO--KS	92	1.4	149	598	417	2.56	83.1%	1.40	1.44	\$0.0M	\$0.4B
MON0000258	Kansas City, MO--KS	93	1.8	175	1,800	980	3.33	97.1%	1.64	1.44	\$0.1M	\$0.5B
MON0000494	St. Joseph, MO--KS	94	1.1	384	1,847	1,616	3.26	99.2%	1.63	1.44	\$0.1M	\$1.1B
MOP0000567	St. Louis, MO--IL	95	2.7	565	9,199	3,354	3.28	100.0%	1.63	1.44	\$0.7M	\$2.1B
MOP0000552	[Not Part of an Urban Area]	96	6.8	361	7,433	1,087	2.78	87.1%	1.47	1.43	\$0.6M	\$1.1B
MOP0000888	[Not Part of an Urban Area]	97	7.0	898	8,641	1,235	1.96	57.4%	1.25	1.43	\$0.7M	\$2.5B
MOP0000869	[Not Part of an Urban Area]	98	1.7	688	4,683	2,700	2.24	60.7%	1.39	1.43	\$0.4M	\$3.4B
MOP0000847	[Not Part of an Urban Area]	99	5.2	362	2,184	422	1.80	46.9%	1.22	1.43	\$0.2M	\$1.0B
MOP0000893	Kansas City, MO--KS	100	1.1	11,308	26,873	25,602	1.92	56.1%	1.21	1.43	\$2.2M	\$49.4B

Appendix J: Distribution of Statewide Weather Events and Freight and Rail Infrastructure in Missouri

Figure 1 – Missouri Statewide Weather Events, 2000–2024



Source: NOAA Storm Prediction Center, "Warnings, Forecasts, and Observations," last updated May 13, 2025, <https://www.spc.noaa.gov/wcm/#data>. Missouri Department of Natural Resources, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)," last updated October 3, 2025, https://gis-modnr.opendata.arcgis.com/datasets/10462f4ef2c6493aaa1a93c545bd1051_0/explore?location=38.758495.-92.329281.7. National Interagency Fire Center, "Interagency Fire Perimeter History – All Years (View)," last updated July 24, 2025, <https://data-nifc.opendata.arcgis.com/datasets/nifc::interagencyfireperimeterhistory-all-years-view/about>.

Figure 2 – Statewide Weather Events and Class I Freight Railroads, 2000–2024



Source: NOAA, "Warnings, Forecasts, and Observations."; MoDNR, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)."; NIFC, "Interagency Fire Perimeter History – All Years (View)."

Figure 3 – Statewide Weather Events and the National Highway Freight Network, 2000–2024



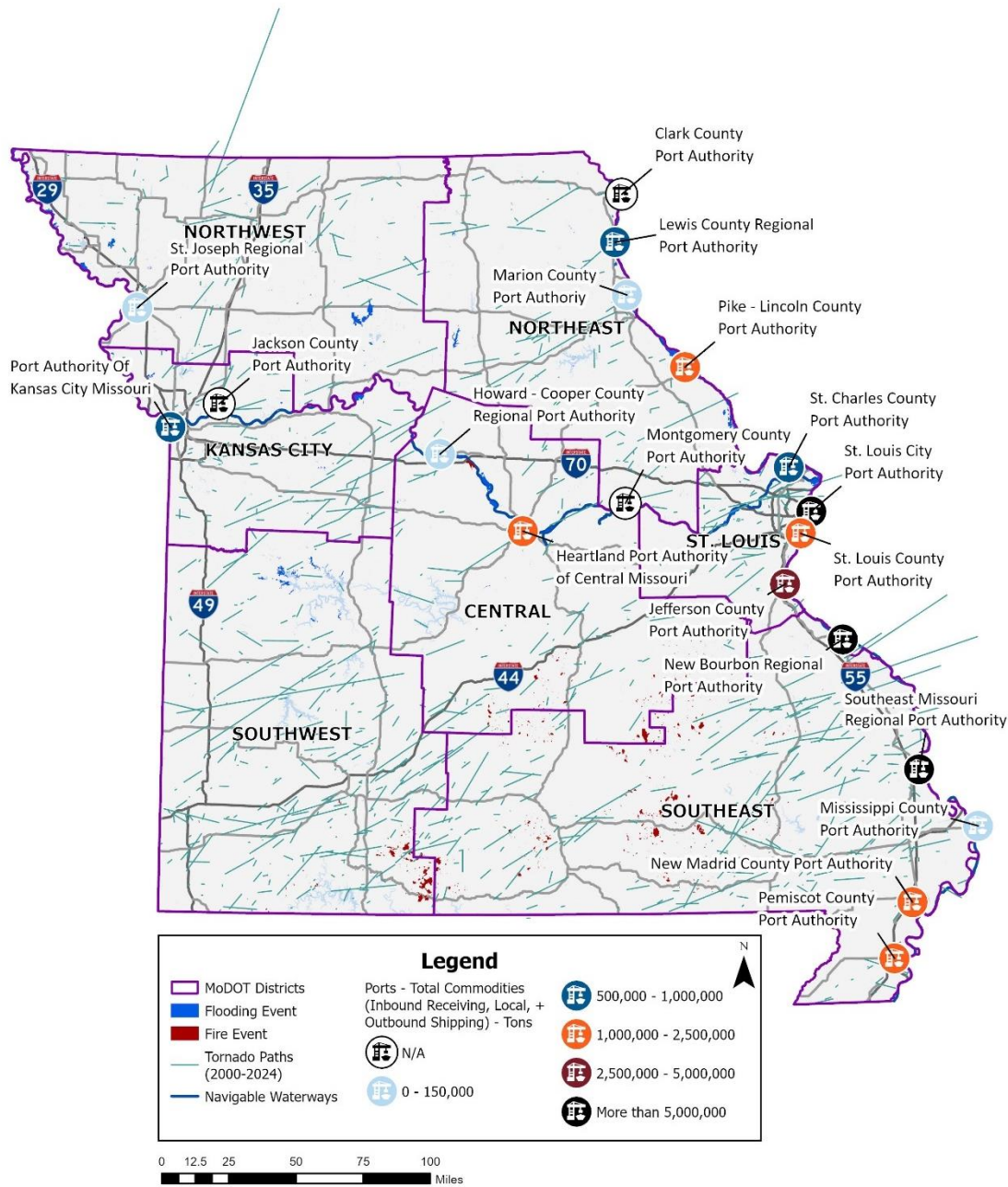
Source: NOAA, "Warnings, Forecasts, and Observations."; MoDNR, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)."; NIFC, "Interagency Fire Perimeter History – All Years (View)."

Figure 4 – Statewide Weather Events and Bridge Conditions, 2000–2024



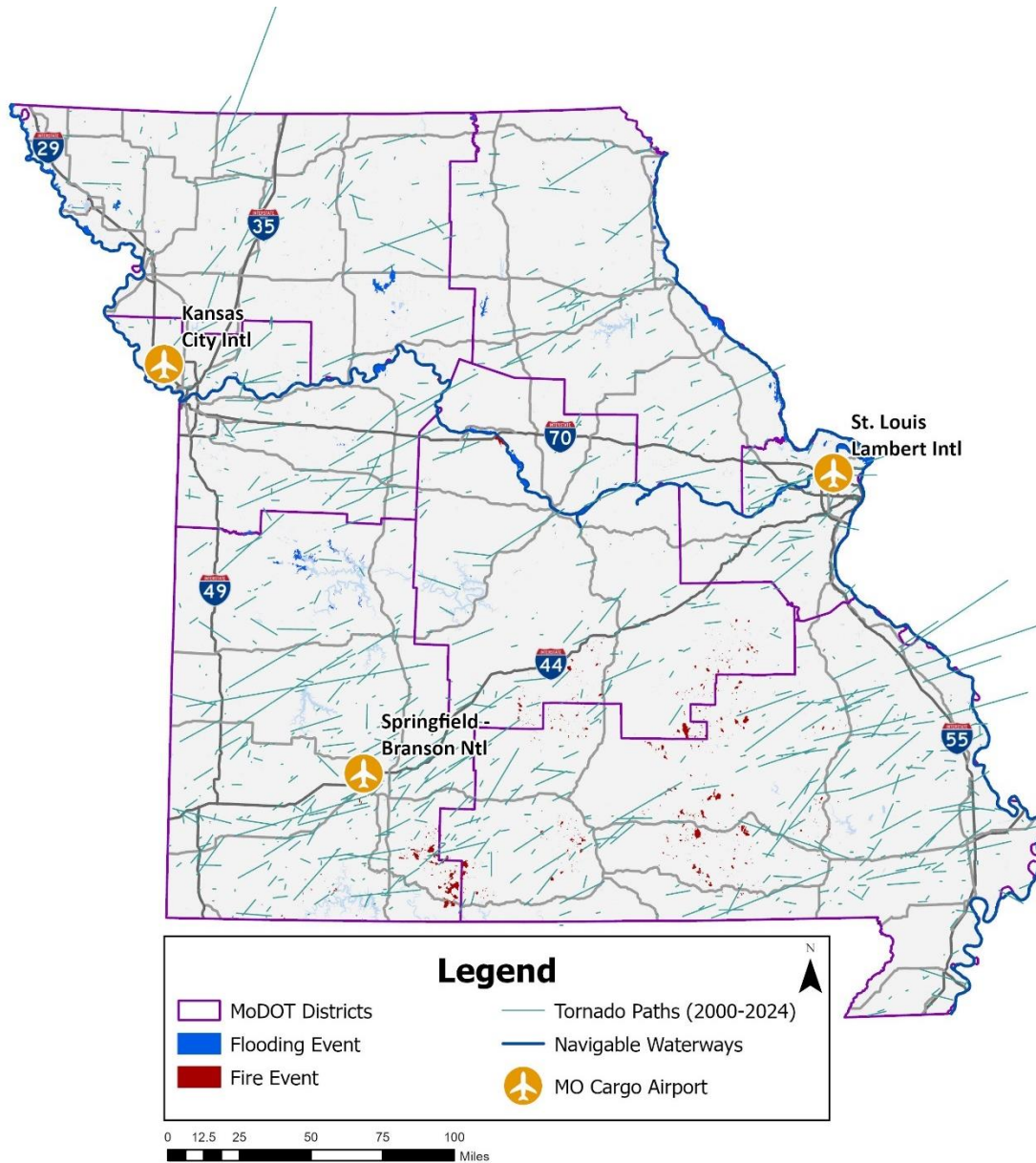
Source: NOAA, "Warnings, Forecasts, and Observations."; MoDNR, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)."; NIFC, "Interagency Fire Perimeter History – All Years (View)."

Figure 5 – Statewide Weather Events, Navigable Waterways, & Port Total Commodities



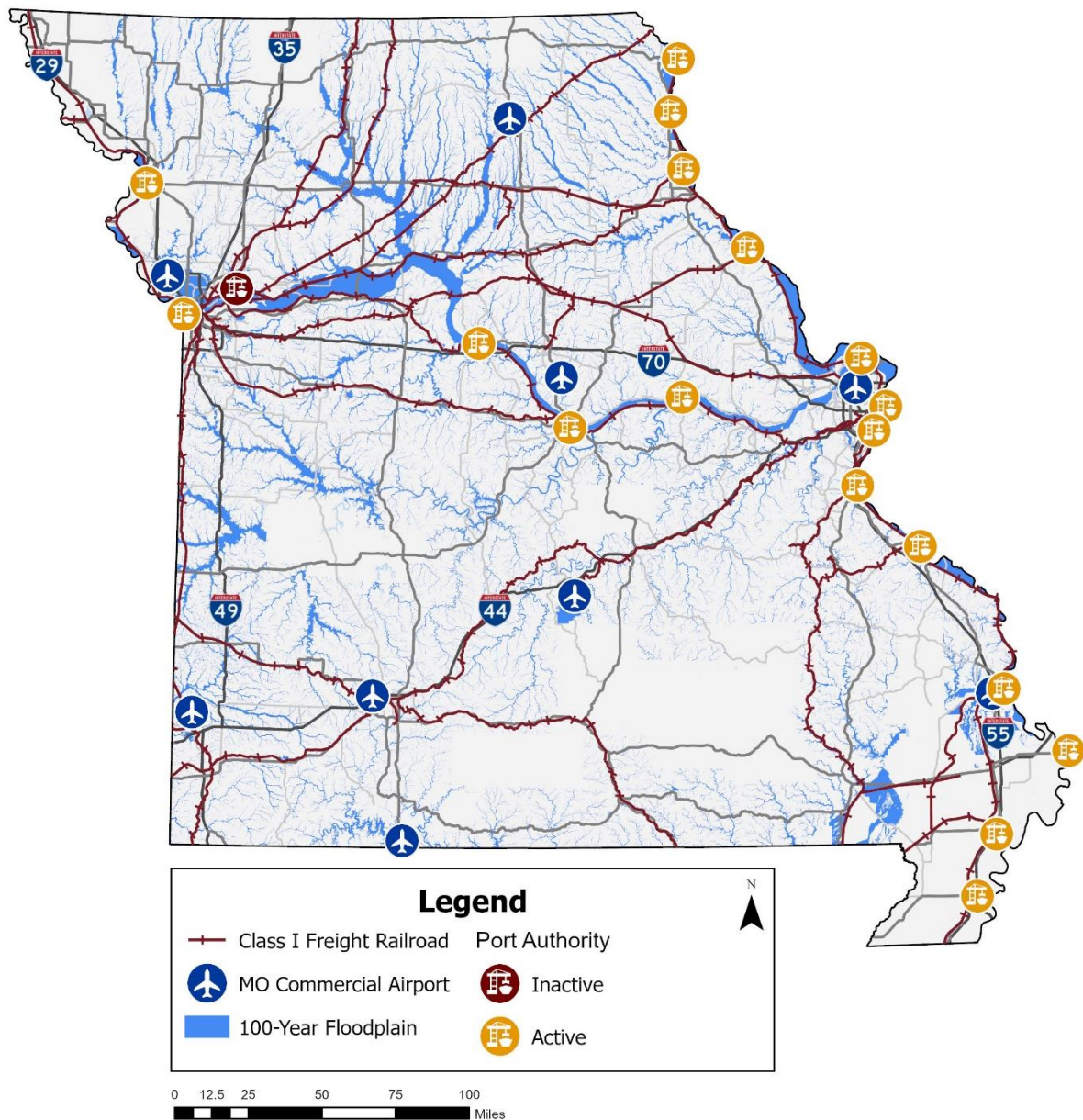
Source: NOAA, "Warnings, Forecasts, and Observations."; MoDNR, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)."; NIFC, "Interagency Fire Perimeter History – All Years (View)."

Figure 6 – Statewide Weather Events and Airports



Source: NOAA, "Warnings, Forecasts, and Observations."; MoDNR, "Missouri DNR – GIS Open Data (Dataset 10462f4ef2c6493aaa1a93c545bd1051_0)."; NIFC, "Interagency Fire Perimeter History – All Years (View)."

Figure 7 – Statewide 100-Year Flooding Events



Source: Federal Emergency Management Agency, "National Flood Hazard Layer Viewer," <https://hazards.fema.gov/femaportal/NFHL/searchResult/>.

Appendix K: Multimodal Freight & Rail Investment Plan

Fiscally Constrained Freight Investment Plan

The federal Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Program (NHFP) funds which are available for obligation for up to four years. NHFP obligations are reimbursed from the Highway Account of the Highway Trust Fund – they come with contract authority and are subject to the annual obligation limitation imposed on the Federal-aid Highway Program. The federal share for NHFP funds is generally 80% but certain types of improvements (predominately safety improvements) may have a federal share of up to 100%.

Projects must be identified in the Statewide Transportation Improvement Program (STIP) and be consistent with Long-Range Transportation Plans (LRTP). With the passage of the Bipartisan Infrastructure Law in November 2021, state freight plans must now provide an eight-year fiscally constrained Freight Investment Plan (FIP) that describes how the funds would be invested. Eligible projects, which must contribute to the efficient movement of freight on the National Highway Freight Network (NHFN), include elements such as planning, construction, intelligent transportation systems, and bridges.

The fiscally constrained FIP includes the proposed use of NHFP funds distributed to Missouri. These projects are included in the STIP as approved by Missouri Highways and Transportation Commission (MHTC). This list will be updated annually, at a minimum, as new projects are selected for inclusion in the STIP and approved by MHTC. It should be noted that MoDOT does not fully program years 3, 4 and 5 of the STIP to retain flexibility to address emerging needs.

The FIP includes projects on the Missouri Multimodal Freight System. All freight projects were selected from the pool of projects identified for funding in the 2026-2030 STIP. MoDOT's STIP includes both highway and multimodal projects, which is reflected in this FIP.

Unmet Freight Needs

Beyond the projects identified in the FIP, the 2026 SFRP identifies projects, needs and areas of Missouri's multimodal freight network that do not currently have full funding in place. The identified unmet freight needs capture longer range investment in Missouri's multimodal freight network. This includes private sector rail, port projects identified by MoDOT's partners, and projects proposed by stakeholders that are not yet in any fiscally constrained MoDOT plans. The primary source for this compilation of projects is MoDOT's High Priority Unfunded Needs list. The complete list of unmet freight projects by mode is available in **Tables 7 - 10**.

Securing the funding to address safety concerns, maintain the freight network, improve connectivity and mobility of the freight system, and support economic growth for Missouri requires financial resources beyond those currently available. Additional federal resources, increased state investment, and other financing strategies will be needed to close the gap between the freight infrastructure and facility needs and the supply of funds.

The shortage of funds is a crucial problem. To identify funding for these projects, MoDOT should review the list of priority projects with its partner organizations, agencies, and freight stakeholders. Initial funding for planning and preliminary engineering should be identified so that strategic projects can be positioned and ready for development once funding is identified. The lack of funding available today represents the most significant obstacle to the implementation of the SFRP.

SUMMARY OF UNMET FREIGHT NEEDS IN MISSOURI

HIGHWAYS

36 unique segments with 36% identified as major interstate reconstructions. All segments have a combined estimated funding need of \$2.1B.

FREIGHT RAIL

30 identified projects with an estimated capital cost of between \$546M and \$579M. An additional three highway-rail crossing projects were identified with an estimated cost of \$2.25M.

PORTS & WATERWAYS

135 identified projects with a total funding request of \$553M.

AIR CARGO

8 identified needs and projects with an estimated funding need of \$31.3B.

Missouri's Rail Service and Investment Program

The Missouri Rail Service and Investment Program (RSIP) outlines the state's long-term vision for integrating rail into Missouri's multimodal transportation system. The RSIP identifies the specific projects, programs, policies, legislative actions and funding strategies needed to realize that vision. It also evaluates the financial and physical impacts of these investments, providing a framework for coordinated rail development that supports both freight and passenger mobility across the state.

The long-term vision for passenger rail in Missouri is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to serving customers for a prosperous Missouri. Proposed investments to support the long-term vision of passenger rail are included in **Table 8**.

Call to Action

The Missouri State Freight and Rail Plan is the state's second integrated statewide multimodal freight and passenger rail plan. The 2026 SFRP documents the present and future strengths, weaknesses, opportunities, and challenges of multimodal freight and passenger rail.

The strategies presented in the 2026 SFRP provide implementable actions to assist MoDOT in addressing challenges and needs across the state's freight and rail transportation network, including aging infrastructure, bottlenecks and congestion, multimodal and rural connectivity challenges, and safety concerns.

Implementation of the SFRP will only be successful with the participation and collaboration of all public- and private-sector users and owners of the transportation system, including freight industry stakeholders, passenger rail riders and federal, state, regional and local agencies. MoDOT will continue to leverage the relationships developed from the Missouri Freight Steering Committee and Missouri Rail Passenger Advisory Committee in addition to engaging other stakeholders during the implementation of the SFRP.

Table 2 NHFP Funds Programmed

District	County	Route	Job ID	Description	Letting Date	Federal FY	Federal Share	Future Cost	Fed Category	Prior Eng	Prior	26	27	28	29	30
NE	Montgomery	IS 70 E	2I3226Z	Payback for MTFC Loan to add eastbound and westbound climbing lanes, replace westbound bridge over Loutre River Overflow from 1.1 miles east of Rte. N to 0.3 miles west of Rte. 161 near Mineola. Total cost of \$3,878,000 with payments from 2024 to 2030.			2,493	301-1,000	AC-NHFP	0	554	554	554	554	554	554
CD	Cooper	IS 70 E	5I3358Z	Payback for MTFC loan to construct new Missouri River bridge at Rocheport. Total cost of \$60,739,000 with payment from SFY 2024 to SFY 2030. Project involve bridge L0962.			39,047	5,001-10,000	AC-NHFP	0	8,677	8,677	8,677	8,677	8,677	8,677
SL	St. Louis City	IS 55 N	6I3264	Payment to IDOT for bridge replacement at Chain of Rocks Bridge over the Mississippi River. Project involves bridge A0890.		2024	176,367	0	NHFP	0	195,963	0	0	0	0	0
SL	Jefferson	IS 55 N	6I3290	Bridge rehabilitation over the Meramec River. Project involves twin bridges A0609.	10/18/2025	2025	17,131	0	NHFP	1,846	1,856	17,131	0	0	0	0
KC	Clay	IS 29 S	KU0061	Bridge rehabilitation over Parvin Road 0.7 mile north of	2/1/2027	2027	11,188	0	NHFP	550	550	720	10,468	0	0	0



District	County	Route	Job ID	Description	Letting Date	Federal FY	Federal Share	Future Cost	Fed Category	Prior Eng	Prior	26	27	28	29	30
				Rte. 1 and 1.5 miles south of Rte. 210. Project involves bridges L0659 and L0660.												
KC	Clay	IS 29 S	413458	Bridge replacement over Guinotte Avenue 0.4 mile south of Missouri River and 0.7 mile north of Rte. 24 and over Bedford Avenue 1 mile south of Rte. 210 and 0.5 mile north of Missouri River. Project involves bridges L0788 and L0789.	5/1/2028	2028	203,362	0	NHFP	1,769	1,769	7	18,875	184,469	0	0
SL	St. Louis	IS 70 E	613654	Bridge replacement over I-270. Project involves bridge A0093.	5/1/2029	2029	11,557	0	NHFP	1125	1,125	9	5	1	11,543	0

Table 3 Funded Freight Highway Projects – MO STIP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
STL	Franklin	IS 44	SL0038	Pavement resurfacing, replace signage, upgrade guardrail from 0.3 mile west of Rte. 185 to 0.5 mile east of Rte. 30, rest area, weigh scale site improvements and ramp extensions in St. Clair. \$13,472,000 District Operation funds.	6/2027	2026	\$22,818.00	\$2,535.00	\$-	\$25,853.00	\$-	NHPP
STL	Franklin	IS 44	SL0048	Pavement resurfacing and upgrade guardrail from Rte. 100 to Viaduct Street.	6/2027	2026	\$4,071.00	\$452.00	\$-	\$4,870.00	\$-	NHPP
STL	Franklin	IS 44	SL0063	Bridge painting at Rte. 50, Rte. AH and Outer Road I-44. Project involves bridges A2018, A2089 and L0930.	6/2027	2026	\$653.00	\$72.00	\$-	\$794.00	\$-	NHPP
STL	Jefferson	IS 55	6I3290	Bridge rehabilitation over the Meramec River. Project involves twin bridges A0609.	6/2026	11/2025	\$17,140.00	\$1,904.00	\$-	\$20,890.00	\$-	NHFP
STL	Jefferson	IS 55	SL0154	Bridge rehabilitation at Church Road, Vogel Road, Richardson Road, Rock Creek and	6/2029	2028	\$1,688.00	\$187.00	\$-	\$2,299.00	\$-	NHPP



District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				Imperial Main Street. Project involves bridges A5459, A5728, A5729, A5929, A6112 and A6113.								
STL	St. Charles	IS 64	6I3650	Replace structural signs from I-70 to the Mississippi River and on I-170 from I-270 to Eager Road.	6/2026	11/2025	\$7,806.00	\$867.00	\$-	\$9,483.00	\$-	NHPP
STL	St. Louis	IS 170	6I3567	Bridge rehabilitation over I-64 ramps, Ladue Road, Galleria Parkway, Clayton Road and Brentwood Boulevard and bridge replacement at Forest Park Parkway. Project involves bridges A2779, A2780, A2782, A2788, A2790, A8011, A8012 and A8015.	6/2027	2027	\$13,407.00	\$1,490.00	\$-	\$15,447.00	\$-	NHPP
STL	St. Louis	IS 170	6I3572	Bridge and culvert rehabilitation and upgrade guardrail from Nyflot Avenue to 0.2 mile north of Rte. 340 and sound abatement repairs near East Sherwood Drive. Project involves bridges A2807,	6/2027	2027	\$12,965.00	\$1,441.00	\$-	\$15,616.00	\$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				A2809, A3176 and culvert A2808. \$50,000 District Operation funds.								
STL	St. Louis	IS 170	SL0261	Bridge rehabilitation over Norfolk Southern Railway 0.4 mile north of Airport Road. Project involves bridge A2926.	6/2030	2030	\$12,757.00	\$1,417.00	\$-	\$14,174.00	\$-	NHPP
STL	St. Louis	IS 270	6I3020D	Add lanes and bridge replacement from Lilac Avenue to 0.1 mile west of Rte. H (Riverview Drive). Project involves bridge A0221.	6/2027	2026	\$14,163.00	\$1,574.00	\$-	\$17,121.00	\$-	NHPP
STL	St. Louis	IS 270	6I3580B	Pavement resurfacing and median barrier replacement from west of Rte. 367 to the Mississippi River.	6/2029	2028	\$5,865.00	\$652.00	\$-	\$6,517.00	\$-	NHPP
STL	St. Louis	IS 270	6I3618	Culvert rehabilitation west of Rte. AC (New Halls Ferry Road). Project involves culvert J0888. \$150,000 Metropolitan St. Louis Sewer District funds.	6/2026	1/2026	\$1,167.00	\$-	\$150	\$1,351.00	\$-	NHPP
STL	St. Louis	IS 270	SL0021	Bridge replacement over Rte. 367 and	6/2027	2026	\$27,692.00	\$3,077.00	\$-	\$33,293.00	\$-	NHPP



District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				Bellefontaine Rd., rebuild pavement, replace median barrier 0.6 mile west of Rte. 367 to 0.4 mile west of Lilac Ave., replace signals and upgrade pedestrian facilities at Bellefontaine Road. Project involves bridges A0241 and J0847.								
STL	St. Louis	IS 270	SL0021B	Bridge rehabilitation on I-270 and Dunn Road over BNSF Railway. Project involves bridges J0493 and L0749.	6/2029	2028	\$3,768.00	\$419.00	\$-	\$4,241.00	\$-	NHPP
STL	St. Louis	IS 270	SL0022	Bridge rehabilitation over Norfolk Southern Railway, on Rte. 370 over Norfolk Southern Railway, on ramp from Missouri Bottom Road to I-270 and on Missouri Bottom Road over I-270. Project involves bridges A0170, A4277, A4898 and A4899.	6/2028	2028	\$8,335.00	\$926.00	\$-	\$9,646.00	\$-	NHPP
STL	St. Louis	IS 270	SL0024	Pavement resurfacing and median barrier	6/2027	2027	\$16,067.00	\$1,785.00	\$-	\$18,052.00	\$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				replacement from I-70 to I-170.								
STL	St. Louis	IS 270	SL0053	Bridge rehabilitation over Marshall Road, Rott Road, Von Talge Road, River Sub Railroad, I-55 and ramp from I-55 to I-255. Project involves bridges A0967, A1026, A1033, A1233, A1234, A1235, A4876, A4877 and A5082.	6/2027	2026	\$15,713.00	\$1,746.00	\$-	\$18,029.00	\$-	NHPP
STL	St. Louis	IS 44	6S3443	Bridge replacement at various locations from Rte. 67 to Nebraska Avenue and bridge rehabilitation at Edwards Street. Potential Design-Build. Project involves bridges A1715, A1720, A1721, A1723, A1725, A1726, A1728, A1729, A1730, A1732, A1736, A2092, A2257, A2322, A3263.	6/2030	2029	\$67,076.00	\$7,453.00	\$-	\$77,740.00	\$-	NHPP
STL	St. Louis	IS 44	SL0054	Bridge rehabilitation at Central Avenue, Lewis Road, Antire Road, Maritz Street,	6/2030	2029	\$11,380.00	\$1,264.00	\$-	\$13,694.00	\$-	NHPP



District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				Bowles Avenue and Mraz Lane. Potential Design-Build project. Project involves bridges A1797, A3638, A3856, A3996, A4288 and L0761.								
STL	St. Louis	IS 44	SL0277	Bridge rehabilitation over Fox Creek, Rte. 109, Williams Creek, Rte. 141, culvert rehabilitation 0.5 mile east of Lone Elk Park and 0.6 mile west of Rte. 141. Project involves bridge A0775, A4285, J0255, L0704, L0932 and culverts L0705 and J0254.	6/2027	2026	\$15,376.00	\$1,708.00	\$-	\$17,084.00	\$-	NHPP
STL	St. Louis	IS 55	6I3565	Bridge painting over 2nd Street, Union Pacific Railroad, River Des Peres, Green Park Road and Gravois Creek. Project involves bridges A0591, A0607, A1057, A1076, A1085 and A1276.	6/2028	2027	\$6,579.00	\$731.00	\$-	\$7,315.00	\$-	NHPP
STL	St. Louis	IS 55	SL0194B	Bridge washing over the Meramec River on I-55, I-44, Rte. 30 and	6/2027	2026	\$734.00	\$81.00	\$-	\$816.00	\$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				Rte. 231. Project involves bridges A0609, A1796, A2014, A4932, A8231, A8683 and L0611								
STL	St. Louis	IS 55	SL0196	Bridge rehabilitation over the Meramec River. Project involves bridge A0609.	6/2028	2028	\$8,481.00	\$942.00	\$-	\$9,428.00	\$-	NHPP
STL	St. Louis	IS 64	SL0138	Pavement resurfacing and median barrier replacement from Rte. 340 to 0.3 mile east of Spoeede Road.	6/2027	2026	\$10,213.00	\$1,135.00	\$-	\$11,548.00	\$-	NHPP
STL	St. Louis City	IS 44	SL0195	Bridge washing from north of Biddle St. to Washington Ave, Gratiot St. to Park Ave, on I-64 Clayton Ave. to west of Compton Ave, 21st St. to 1st St. and on Rte. H I-70 to west of Hall St. Project involves bridges A1501, A1516, A3162, A3594, A7165, L0361 and L0815.	6/2029	2028	\$1,408.00	\$156.00	\$-	\$1,569.00	\$-	NHPP
STL	St. Louis City	IS 44	SL0205	Bridge preventative maintenance north of Gratiot Street to Park Avenue. Project	6/2028	2028	\$1,452.00	\$161.00	\$-	\$1,623.00	\$-	NHPP



District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				involves bridges A3162 and L0361.								
STL	St. Louis City	IS 44	SL0263	Bridge rehabilitation from north of Biddle Street to Washington Avenue. Project involves bridge L0815.	6/2030	2030	\$37,877.00	\$4,208.00	\$-	\$42,085.00	\$-	NHPP
STL	St. Louis City	IS 44	SL0262	Bridge painting from Gratiot Street to Park Avenue. Project involves bridge A3162 and L0361.	6/2030	2030	\$44,262.00	\$4,918.00	\$-	\$49,180.00	\$-	NHPP
STL	St. Louis City	IS 44	SL0285	Pavement resurfacing from 0.2 mile west of Grand Boulevard to west of Kingshighway Boulevard.	6/2027	2026	\$464.00	\$51.00	\$-	\$515.00	\$-	NHPP
STL	St. Louis City	IS 55	SL0205B	Bridge preventative maintenance over the Mississippi River. Project involves bridge A1500. \$355,500 IDOT funds.	6/2028	2028	\$537.00	\$-	\$356	\$893.00	\$-	NHPP
STL	St. Louis City	IS 64	6I3502	Bridge replacement over Vandeventer Avenue and Clayton Avenue. Project involves bridge L0667.	6/2027	2026	\$57,776.00	\$6,419.00	\$-	\$67,778.00	\$-	NHPP
STL	St. Louis City	IS 64	SL0087	Bridge rehabilitation and reconfigure ramps	6/2027	2027	\$30,207.00	\$3,356.00	\$-	\$34,863.00	\$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				from Kingshighway Boulevard to Jefferson Avenue (Partial). Project involves bridge A3651.								
STL	St. Louis City	IS 64	6I3574	Bridge rehabilitation from west of Compton Avenue to west of Clayton Avenue. Project involves bridge A3594.	6/2027	2026	\$31,419.00	\$3,491.00	\$-	\$37,236.00	\$-	NHPP
SW	Greene	IS 44	SR0275	Bridge rehabilitation over Pond Creek and on northbound Rte. 65 over Lake Taneycomo, Rte. 13 over Bus. 13, Rte. 14 over Green Valley Creek, Rte. B over BNSF and Rte. AA over Wheeler Creek near Elsey. Project involves bridges A0176, A2597, A2823, A3069, A7914 and A8329.	6/2027	2027	\$1,879.00	\$209.00	\$-	\$2,158.00	\$-	NHPP
SW	Jasper	IS 44	SR0269	Pavement resurfacing and bridge rehabilitation 1.3 miles east of Rte. 37 to Rtes. Z and O near Halltown (disconnected sections) and the	6/2026	11/2025	\$15,647.00	\$1,739.00	\$-	\$17,800.00	\$-	NHPP



District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				westbound bridge over MNA Railroad west of Rte. H. Bridges A0976, A8858, A8859, A8862, A8866, A8867, A8868, A8869 and A8879.								
SW	Lawrence	IS 44	SR0344	Bridge rehabilitation at various locations from 1.25 miles east of Rte. 37 to Rtes. Z and O near Halltown. Project involves bridges A0684, A0981, A0981, A8813, A8858, A8862, A8867, A8869 and A8879.	6/2026	11/2025	\$1,155.00	\$128.00	\$-	\$1,283.00	\$-	NHPP
SW	Newton	IS 44	SR0128	Pavement improvements from 0.4 mile east of Loop 49 (Range Line Road) in Joplin to 1.5 miles east of Rte. 37	6/2027	2026	\$14,309.00	\$1,590.00	\$-	\$15,913.00	\$-	NHPP
SW	Newton	IS 44	SR0177	Job Order Contracting for pavement repair from the Oklahoma State line to Rte. 360 in Greene County.	6/2026	3/2026	\$437.00	\$48.00	\$-	\$490.00	\$-	AC-NHPP
SW	Webster	IS 44	SR0015	Pavement resurfacing of Rte. B to 2.3 miles east of Rtes. J/Y	6/2026	3/2026	\$49,451.00	\$5,495.00	\$-	\$55,351.00	\$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				at Conway, pavement resurfacing eastbound lanes, rebuild pavement westbound lanes 2 miles east of Rte. 125 to Rte. B, realign eastbound curve 3.8 miles east of Rte. 125, extend exit ramp at Rtes. B, 38, Sampson Rd, Conway Rest Area. Potential Design-Build.								
SW	Webster	IS 44	SR0178	Job Order Contracting for pavement repair in Webster County.	6/2026	3/2026	\$221.00	\$24.00	\$-	\$250.00	\$-	AC-NHPP
SW	Greene	IS 44	SU0197	Job Order Contracting for pavement repair on I-44, Rte. 65 and Rte. 60 in the urban Southwest District.	6/2026	3/2026	\$329.00	\$36.00	\$-	\$370.00	\$-	AC-NHPP
SE	Mississippi	IS 57	9I3730	Pavement resurfacing in the northbound lane from east of Rte. B to west of Rte. 105 and from Rte. 105 to Rte. 60 and on I-55 in the southbound lane from 0.6 mile north of Rte. O to the Arkansas State line.	6/2028	2028	\$13,930.00	\$1,548.00	\$-	\$15,498.00	\$-	NHPP



District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
SE	Mississippi	IS 57	9I3583	Payment to IDOT for bridge painting on Mississippi River "Cairo bridge". Project involves bridge A2000.	6/2026	/2026	\$19,801.00	\$2,200.00	\$-	\$22,007.00	\$-	NHPP
SE	Mississippi	IS 57	SE0187	Payment to IDOT for deck overlay and joint repairs on Mississippi River "Cairo bridge". Project involves bridge A2000.	6/2029	2029	\$5,944.00	\$660.00	\$-	\$6,605.00	\$-	NHPP
KC	Platte	IS 635	KU0095	Bridge rehabilitation over the Missouri River. Project involves bridge A1800. \$979,000 KDOT funds.	6/2026	10/2025	\$1,133.00	\$-	\$979.00	\$2,262.00	\$-	NHPP
CD	Laclede	IS 44	CD0009	Job Order Contracting for asphalt pavement repair in Laclede, Pulaski, Phelps and Crawford Counties.	6/2026	5/2026	\$675.00	\$75.00	\$-	\$753.00	\$-	AC-NHPP
CD	Laclede	IS 44	CD0010	Job Order Contracting for concrete pavement repair in Laclede, Pulaski, Phelps and Crawford Counties.	6/2026	5/2026	\$964.00	\$107.00	\$-	\$1,074.00	\$-	AC-NHPP
CD	Laclede	IS 44	CD0263	Job Order Contracting for asphalt pavement repair in Laclede, Pulaski, Phelps	6/2028	2028	\$636.00	\$159.00	\$-	\$795.00	\$-	AC-STBG

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				and Crawford Counties.								
CD	Laclede	IS 44	CD0264	Job Order Contracting for concrete pavement repair in Laclede, Pulaski, Phelps and Crawford Counties.	6/2028	2028	\$907.00	\$227.00	\$-	\$1,134.00	\$-	AC-STBG
CD	Laclede	IS 44	CD0265	Striping upgrades in Laclede, Pulaski, Phelps and Crawford Counties.	6/2026	1/2026	\$956.00	\$106.00	\$-	\$1,062.00	\$-	SAFETY
CD	Laclede	IS 44	CD0270	Pavement improvement from 0.6 mile west of Rte. F to 0.6 mile west of Rte. 133. Includes I-44 westbound from west of Rte. 133 to east of Swallow Drive and approximately 2 miles east of Rte. F to Rte. F.	6/2027	2027	\$24,732.00	\$2,748.00	\$-	\$27,480.00	\$-	NHPP
CD	Pulaski	IS 44	CD0111	Add auxiliary lane from Superior Road to 0.7 mile west of Rte. 66 Trail.	6/2026	12/2025	\$9,186.00	\$1,021.00	\$-	\$10,968.00	\$-	NHPP
CD	Pulaski	IS 44	CD0111B	Add auxiliary lanes from 1 mile east of Rte. H to 0.1 mile west of Superior Road.	6/2026	12/2025	\$8,415.00	\$935.00	\$-	\$9,657.00	\$-	NHPP
CD	Pulaski	IS 44	CD0112	Modify ramps at westbound on-	6/2026	12/2025	\$2,064.00	\$229.00	\$-	\$2,413.00	\$-	NHPP



District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
				ramp at Loop 44 in St. Robert.								
KC	Johnson	MO 2	KR0126	Intersection improvements at Rte. 13.	6/2029	2028	\$2,691.00	\$299.00	\$-	\$3,005.00	\$-	SAFETY
KC	Ray	MO 10	KR0078	Pavement resurfacing and upgrade guardrail from Merrifield Lane to Rte. FF in Carroll County.	6/2026	12/2025	\$3,621.00	\$905.00	\$-	\$4,581.00	\$-	AC-STBG
KC	Cass	MO 2	KU0049	Pavement resurfacing from Independence Street to Rte. ZZ in Johnson County.	6/2026	9/2025	\$2,969.00	\$742.00	\$-	\$3,718.00	\$-	AC-STBG
KC	Cass	MO 2	KU0293	Erosion repairs at bridges and culverts at various locations in the urban Kansas City District. Project involves bridges A2087, A3301, A3329, A3980, N0327, N0360, N0836 and P0812.	6/2026	3/2026	\$847.00	\$212.00	\$-	\$1,099.00	\$-	NHPP
KC	Cass	MO 2	KU0299	Culvert replacement over Muddy Creek. \$234,090 Cost Share funds.	6/2026	10/2025	\$283.00	\$71.00	\$-	\$374.00	\$-	NHPP
KC	Cass	MO 7	KU0098	Bridge replacement over Big Creek 0.3 mile north of Raffurty Road and 0.9 mile south of First Street near	6/2026	12/2025	\$5,781.00	\$1,445.00	\$-	\$7,816.00	\$-	NHPP

District	County	Route	Job ID	Description	SFY	Award Date	Federal Share	State Share	Local Share	Total Estimate	Future Cost	Federal Category
KC	Jackson	MO 7	4S3298B	Upgrade pedestrian facilities to comply with the ADA Transition Plan from Roanoke Drive to Pink Hill Road.	6/2026	4/2026	\$274.00	\$68.00	\$-	\$370.00	\$-	AC-STBG
KC	Jackson	MO 7	KU0010	Add sidewalks, bicycle/pedestrian trail, turn lanes and upgrade traffic signals from Shaw Parkway to Rte. 40. \$850,000 Blue Springs and \$3,400,000 STBG-Urban funds.	6/2026	11/2025	\$3,646.00	\$62.00	\$850.00	\$5,418.00	\$-	AC-STBG
KC	Jackson	MO 7	KU0415	Upgrade turn lanes and signal from Shaw Parkway to Rte. 40.	6/2026	11/2025	\$1,404.00	\$351.00	\$-	\$2,077.00	\$-	NHPP

<https://www.modot.org/sites/default/files/documents/2026FullSTIP.pdf>

**Table 4 Funded Freight Rail Projects – MO STIP**

State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Agency name	Description:	Estimated Total Cost	Federal:	State:	Local:	Funding Category /Funding Program
2025	NW	Livingston	Near Dawn	MHTC	Install flashing lights/gates at Route DD public HRGC on CPKC Railway DOT#375481G	\$363,926.92	\$327,534.23	\$36,392.69	\$-	Sec 130/GCSA
2025	NE	Monroe	In Madison	MHTC	Install flashing lights/gates/cants at MO 151 public HRGC on NS Railway DOT#480713F	\$415,402.00	\$355,168.71	\$39,463.19	\$20,770.10	Sec 130/GCSA/RR
2025	KC	Ray	Near Camden	Henrietta SRD	Install flashing lights/gates at Sportsman Road public HRGC on NS Railway DOT#483844U	\$429,191.00	\$19,313.60	\$366,958.31	\$42,919.10	Sec 130/General Re
2025	KC	Clay	In Missouri City	Missouri City	Install flashing lights/gates at Capital Sand Drive public HRGC on NS Railway DOT 483872X	\$466,061.00	\$398,482.15	\$44,275.80	\$23,303.05	Sec 130/GCSA

State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Agency name	Description:	Estimated Total Cost	Federal:	State:	Local:	Funding Category /Funding Program
2025	SL	St. Louis City	St. Louis City	MHTC	Relocate signal equipment and install new crossing surface at Route H on TRRA Railway DOT #803321B	\$232,269.00	\$209,042.10	\$23,226.90	\$-	Sec 130/GCSA
2025	SL	St. Louis City	St. Louis City	MHTC	Install flashing lights/gates, cantilevers, and crossing surface at Route H on BNSF Railway DOT #078575P	\$559,820.00	\$503,838.00	\$55,982.00	\$-	Sec 130/GCSA
2025	KC	Ray	Near Hardin	Hardin SRD	Install flashing lights/gates at Little Brick Rd public HRGC on NS Railway DOT#483825P	\$490,941.00	\$22,092.35	\$419,754.55	\$49,094.10	Sec 130/General Re
2025	SW	Barry	Seligman	City of Seligman	Install FLG & new concrete crossing surface at North St DOT 667073E	\$714,876.08	\$643,388.48	\$71,487.60	\$-	Sec 130/GCSA



State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Agency name	Description:	Estimated Total Cost	Federal:	State:	Local:	Funding Category /Funding Program
2025	SW	Barry	Seligman	City of Seligman	Install FLG & new concrete crossing surface at Roller Ridge DOT# 667076A	\$550,398.93	\$495,359.04	\$55,039.89	\$-	Sec 130/GCSA
2025	SW	Barry	Seligman	City of Seligman	Close at grade crossing Jefferson St DOT# 667072X	\$105,575.46	\$-	\$-	\$-	Sec 130/GCSA
2025	SW	Barry	Seligman	City of Seligman	Close at grade crossing Eureka Ave DOT# 667074L	\$105,575.46	\$-	\$-	\$-	Sec 130/GCSA
2025	KC	Lafayette	Near Blackburn	MHTC	Install FLG/Cantilevers at MO 20 HRGC on CPKC DOT 293500F	\$475,000.00	\$427,500.00	\$47,500.00	\$-	Sec 130/GCSA
2025	SW	Lawrence	Near Verona	Verona BSRD	Install flashing lights/gates at FR 1130 DOT#673320H	\$462,095.00	\$18,483.80	\$351,192.20	\$92,419.00	Sec 130/GR/RR
2025	SW	Lawrence	Near Verona	Verona BSRD	Install flashing lights/gates at FR 1165 DOT# 673315L	\$420,308.00	\$16,812.32	\$319,434.08	\$84,061.60	Sec 130/GR/RR

State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Agency name	Description:	Estimated Total Cost	Federal:	State:	Local:	Funding Category /Funding Program
2025	SW	Greene	Springfield	Springfield	Various Exempt Crossings Kissick Branch	\$-	\$-	\$-	\$-	No Cost
2025	KC	Cass	Pleasant Hill	MHTC	Install flashing lights/gates & new concrete surface	\$379,407	\$341,466.30	\$37,940.70	\$-	Sec 130/GCSA
2025	SL	St Louis	Fenton	Burlington Junction Railway	Covered Transload Facility	\$385,152.00	\$-	\$288,864.00	\$96,288.00	Freight Enhancement Program
2025	SW	Greene	Springfield	Erlen Group-Umlaut Industrial	Expand Existing Transload Facility	\$788,566.00	\$-	\$386,398.00	\$402,168.00	Freight Enhancement Program
2025	SL	St. Louis	St. Louis	City Of St. Louis Port Authority	Demolition and Construction of a new trash transfer site	\$1,400,000.00	\$-	\$700,000.00	\$700,000.00	Freight Enhancement Program
2025	NW	Chariton	Brunswick	AgriServices of Brunswick	1400' of Rail Track Upgrade	\$962,154.00	\$-	\$374,738.00	\$587,416.00	Freight Enhancement Program

<https://www.modot.org/media/52926>



Table 5 Funded Air Projects – MO STIP

None

Table 6 Funded Ports Projects – MO STIP

#	Mode :	State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Funding Category /Funding Program	Agency name	Description:	Total	Federal	State	Local
1	Waterways	2025	SL	St. Louis City	St. Louis City	Port Capital Improvement	City of St. Louis Port Authority	MRT Phase 4 Tail Track	\$1,400,000.00	\$-	\$1,000,000.00	\$400,000.00
2	Waterways	2025	SE	Mississippi	East Prairie	Port Capital Improvement	Mississippi County Port Authority	Make repairs identified by USCG inspection	\$11,035.40	\$-	\$8,828.32	\$2,207.08
3	Waterways	2025	CD	Cole-Callaway	Jefferson City	Port Capital Improvement	Heartland Port of Central Missouri	Purchase property for new port site and begin preliminary engineering	\$2,396,616.95	\$-	\$1,917,293.56	\$479,323.39
4	Waterways	2025	CD	Cole-Callaway	Jefferson City	Port Capital Improvement	Heartland Port of Central Missouri	Sheet Piling Dock, Mooring Clumps, Elevated Pad for Staging and Storage & Dry Storage Building	\$1,500,000.00	\$-	\$1,000,000.00	\$500,000.00
5	Waterways	2025	NE	Pike-Lincoln	Bowling Green	Port Capital Improvement	Pike-Lincoln County Port Authority	Design and Construct Outbound Grain Storage & Inbound Fertilizer	\$1,800,000.00	\$-	\$1,000,000.00	\$800,000.00



#	Mode :	State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Funding Category /Funding Program	Agency name	Description:	Total	Federal	State	Local
6	Waterways	2025	NE	Pike-Lincoln	Bowling Green	Port Capital Improvement	Pike-Lincoln County Port Authority	Construct Outbound Ag Product Transload System	\$1,640,000.00	\$-	\$1,000,000.00	\$640,000.00
7	Waterways	2025	NW	Buchanan	St. Joseph	Port Capital Improvement	St. Joseph Regional Port Authority	Construct seawall to load/unload oversize cargo at port site.	\$1,150,000.00	\$-	\$920,000.00	\$230,000.00
8	Waterways	2025	SE	Cape Girardeau	Scott City	Port Capital Improvement	Southeast Missouri Regional Port Authority	Transload Conveyor Load-Out -Build Grant Match	\$19,000,000.00	\$18,000,000.00	\$1,000,000.00	\$-
9	Waterways	2025	SE	Cape Girardeau	Scott City	Port Capital Improvement	Southeast Missouri Regional Port Authority	Storage Track (LTT Storage Track 1-2)	\$1,250,000.00	\$-	\$1,000,000.00	\$250,000.00
10	Waterways	2025	SE	Pemiscot	Hayti	Port Capital Improvement	Pemiscot County Port	Soybean Crush Plant Dock Site	\$328,731.25	\$-	\$262,985.00	\$65,746.25

#	Mode :	State Fiscal Year for Award	Mo District:	County of recipient:	City of recipient:	Funding Category /Funding Program	Agency name	Description:	Total	Federal	State	Local
							Authority					
11	Waterways	2025	NE	Lewis	Monticello	Port Capital Improvement	Lewis County Regional Port Authority	Warehouse/Storage/Manufacturing Facility	\$2,000,000.00	\$-	\$1,000,000.00	\$1,000,000.00
12	Waterways	2025	NE	Lewis	Monticello	Port Capital Improvement	Lewis County Regional Port Authority	Salt/Fertilizer Storage Sidewall with Roof	\$1,600,000.00	\$-	\$800,000.00	\$800,000.00
13	Waterways	2025	KC	Jackson	Kansas City	Port Capital Improvement	Port of Kansas City	Lower Missouri River Navigation Study partnership with Corps of Engineers	\$1,930,500.00	\$992,500.00	\$938,000.00	\$-
14	Waterways	2025	SL	St. Charles	St. Charles	Port Capital Improvement	St. Charles Port Authority	Feasibility analysis for potential new river services facility	\$675,000.00	\$-	\$540,000.00	\$135,000.00

<https://www.modot.org/unfundedneeds>

Table 7 Identified Freight Needs

District	County	Route	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Kansas City Urban	Jackson	Is 70 E	I-70 Corridor Improvements from I-435 to I-470 (Partial 1 of 2)	\$100,000.00	Increase Economic Growth And Improve Safety
St. Louis	St. Louis	Is 170 E	Auxiliary Lane Improvements from Mo. 340 to Page Ave	\$4,120.00	Major Interstate Reconstruction
St. Louis	St. Louis	Is 70 E	Reconfigure STL Airport Access, Replace Bridges, Reconfigure Interchanges and Pavement Improvements (Partial 1 of 2) from US. 67, Cypress, Air Flight, Mo. 155	\$40,000.00	Major Interstate Reconstruction
St. Louis	St. Louis City	Is 64 E	Interchange and System Improvements at Boyle Ave.	\$12,000.00	Major Interstate reconstruction
Northwest	Harrison	Is 35 S	Interstate Reconstruction (Partial Need)	\$23,804.00	Major Interstate reconstruction
Northeast	Warren	Is 70 E	Study For Interchange at S tracks Church Rd Between Warrenton and Wright City	\$300.00	Increase Economic Growth and Improve Safety
Kansas City Urban	Clay	Is 35 N	I-29 and I-35 Corridor Improvements from Rte 210 to Rte 45 Along I-29 and to I-435 Along I-35	\$208,000.00	Increase Economic Growth and Improve Safety
Kansas City Urban	Jackson	Is 70 E	I-70 Corridor Improvements from I-435 to I-470 (Partial 2 Of2)	\$90,000.00	Increase Economic Growth and Improve Safety
St. Louis	Franklin	Is 44 E	Corridor, Safety and Interchange Improvements from I-44 from 0.1 Mile West of Shawnee Town Ford Rd. to 0.2 Mile east of Rte. O.	\$210,500.00	Major Interstate Reconstruction

District	County	Route	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
St. Louis	Jefferson	Is 55 S	Safety Improvements from Rte. Z to Rte. M	\$11,600.00	Increase Economic Growth and Improve Safety
St. Louis	St. Louis	Is 44 E	Bridge Improvements from Murdoch to Shrewsbury Ave	\$7,510.00	Major Interstate reconstruction
St. Louis	St. Louis	Is 70 E	Reconfigure STL Airport Access, Replace Bridges, Reconfigure Interchanges and Pavement Improvements (Partial 2 of 2) from US-67, Cypress, Air Flight, Mo-115	\$196,310.00	Increase Economic Growth And Improve Safety
St. Louis	St. Louis	Is 70 E	Pavement Improvements from North Hanley Rd to Bermuda Rd	\$12,000.00	Major Interstate reconstruction
St. Louis	St. Louis	Is 70 E	Interchange Improvements at Mo-141, I-270, Mo-180	\$196,311.00	Major Interstate reconstruction
St. Louis	St. Louis City	Is 64 E	West-Bound Ramps Improvements at Grand Ave.	\$50,600.00	Major Interstate reconstruction
St. Louis	St. Louis City	Is 64 E	Shoulder Widening from Tower Grove Ave. to Sarah St.	\$1,100.00	Improve Road Conditions
St. Louis	St. Louis City	Is 64 E	System Improvements from Papin Ave to Boyle Ave.	\$13,000.00	Increase Economic Growth and Improve Safety
Southwest Rural	Newton	Is 44 E	Capacity Improvements from Loop 49 (Rangeline) to I-49 South Joplin	\$75,792.00	Increase Economic Growth and Improve Safety
Southwest Urban	Greene	Is 44 E	Phase I Capacity Improvements from Route 266 (Chestnut expressway) to Route 160 (West Bypass)	\$60,000.00	Increase Economic Growth and Improve Safety
Southwest Urban	Greene	Is 44 E	Operational Improvements at Route H (Glenstone Ave.) Interchange	\$2,000.00	Increase Economic Growth and Improve Safety
Southeast	Cape Girardeau	Cst Bloomfield Rd E	Bridge Improvements Over IS 55	\$5,859.00	Improve Bridge Conditions



District	County	Route	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Southeast	Cape Girardeau	Is 55 S	Capacity Improvements from Rte 61 at Exit 93 to Rte K	\$13,428.00	Increase Economic Growth and Improve Safety
Southeast	Perry	Is 55 S	Access Improvements at Perryville	\$21,443.00	Increase Economic Growth and Improve Safety
Northwest	Buchanan	Is 29 S	Interchange Improvements at Rte. 169 (South Junction)	\$23,224.00	Increase Economic Growth and Improve Safety
Northwest	Daviess	Is 35 S	Rehabilitate I-35 from Rte C to Rte 69	\$50,672.00	Major Interstate reconstruction
Kansas City Urban	Clay	Is 29 S	I-35 Corridor Improvements from NE of Downtown Loop (Independence Ave) to Mo 210	\$96,600.00	Increase Economic Growth and Improve Safety
Kansas City Urban	Clay	Is 35 N	I-35 Corridor Improvements from I-435 to US 69	\$61,000.00	Increase Economic Growth and Improve Safety
Kansas City Urban	Jackson	Is 70 E	I-70 and I-470 Interchange Improvements	\$90,000.00	Increase Economic Growth and Improve Safety
St. Louis	Franklin	Is 44 E	Capacity and Pavement Improvements from I-44 from 0.2 Mile East of Rte. O to 0.5 Mile East of Rte. 100 W.	\$116,510.00	Major Interstate reconstruction
St. Louis	St. Charles	Is 70 E	Corridor Interchange Improvements from Bryan Rd to Zumbuhl Rd.	\$20,000.00	Major Interstate reconstruction

District	County	Route	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
St. Louis	St. Louis	Is 170 E	Bridge Improvements at Norfolk Railroad North of Airport Road to Airport Road	\$18,800.00	Improve Bridge Conditions
St. Louis	St. Louis	Is 270 E	Bridge Improvements at Over West Port Plaza Dr	\$13,000.00	Improve Bridge Conditions
St. Louis	St. Louis	Is 270 E	Congestion Mitigation Improvements from Rte.100 to I-64.	\$36,000.00	Increase Economic Growth and Improve Safety
St. Louis	St. Louis	Is 64 E	Bridge Improvements from Baxter Rd to Mo. 141	\$31,000.00	Improve Bridge Conditions
St. Louis	St. Louis City	Is 70 E	Interchange Improvements from Shreve Ave to Branch Street	\$132,000.00	Major Interstate reconstruction
Southeast	Cape Girardeau	Is 55 S	Capital Improvements at Exit 93.	\$23,069.00	Increase Economic Growth and Improve Safety

<https://www.modot.org/unfundedneeds>

Table 8 Potential Freight Investments

Project Title	Need Addressed	Project Description	Estimated Capital Cost (\$YOE in Millions)	Potential Funding Levels (\$YOE in Millions) 1) Non-Public 2) Federal 3) Non-Federal
Second Main Line – Lee’s Summit to Strasburg	Infrastructure	Double track from Lee’s Summit to Strasburg to improve capacity for both passenger and freight rail traffic.	\$120 - \$140	\$ --
				\$96 - \$112
				\$24 - \$28
Hermann – Universal Crossover	Infrastructure	Installation of a universal crossover to improve passenger and freight rail operations.	\$6 - \$8	\$ --
				\$4.8 - \$6.4
				\$1.2 - \$1.6
Bonnots Mill – Universal Crossover	Infrastructure	Installation of a universal crossover to improve passenger and freight rail operations.	\$7.3	\$ --
				\$5.8
				\$1.5
Holden – Siding	Infrastructure	New siding track to improve passenger and freight rail capacity.	\$16 - \$18	\$ --
				\$12.8 - \$14.4
				\$3.2 - \$3.6
Knob Noster – Siding	Infrastructure	New siding track to improve passenger and freight rail capacity.	\$15 - \$16	\$ --
				\$12 - \$12.8
				\$3 - \$3.2
Poplar Bluff – Station Upgrades	Station	Updates to the station building and amenities to modernize and improve structural longevity.	\$2.2	\$ --
				\$1.8
				\$0.4
Jefferson City – Third Main Line	Infrastructure	Addition of a third main line track to increase fluidity through Jefferson City yard.	\$12 - \$14	\$ --
				\$9.6 - \$11.2
				\$2.4 - \$2.8
Independence Street Bridge (Kansas City) Improvements	Infrastructure	Bridge work to enhance freight and passenger rail service.	\$25 - \$30	\$ --
				\$20 - \$24
				\$5 - \$6

Project Title	Need Addressed	Project Description	Estimated Capital Cost (\$YOE in Millions)	Potential Funding Levels (\$YOE in Millions)
				1) Non-Public 2) Federal 3) Non-Federal
Jefferson City – New Station	Station	Development of a new Jefferson City station necessary due to structural issues at the current station.	\$14.4	\$ 2.88
				\$ 11.52
				\$ --
Pleasant Hill to Jefferson City – Second Main Line	Infrastructure	PE/NEPA for Addition of a second track to enhance capacity.	\$10	\$ --
				\$8
				\$2
New Bourbon Port – Rail Improvements	Intermodal Network, Facilities and Connectivity	Construction of rail siding track to service the dock area.	\$11.2	\$ --
				\$9.0
				\$2.2
Pike / Lincoln Port – Improvements	Intermodal Network, Facilities and Connectivity	Engineering for dock and rail improvements.	\$1.03	\$ --
				\$0.82
				\$0.21
Jefferson County Port Development	Intermodal Network, Facilities and Connectivity	Property Acquisition, rail design, permitting, site work and rail construction to create a public freight port on the Mississippi River.	\$242.5	\$ --
				\$194
				\$48.5
Lilbourn Industrial Park—Rail Improvements	Funding for Spurs Serving Local Businesses	Construction of a Lilbourn Industrial Park rail spur.	\$1.0 - \$2.0	\$ --
				\$0.8 - \$1.6
				\$0.2 - \$0.4
Stoddard County Industrial Park—Rail Improvements	Funding for Spurs Serving Local Businesses	Construction of a Stoddard County Industrial Park rail spur.	\$1 - \$2	\$ --
				\$0.8 - \$1.6
				\$0.2 - 0.4
COLT Railroad – Transload Facility Improvements	Intermodal Network, Facilities and Connectivity	Expansion of the transload facility to accommodate increased capacity.	\$1.5	\$ --
				\$1.2
				\$0.3



Project Title	Need Addressed	Project Description	Estimated Capital Cost (\$YOE in Millions)	Potential Funding Levels (\$YOE in Millions) 1) Non-Public 2) Federal 3) Non-Federal
COLT Railroad – Capacity Improvements	Track Capacity	Increase in the rail gauge to accommodate heavier loads.	\$0.9	\$ --
				\$0.72
				\$0.18
KCT North-South Corridor Improvements	Track Capacity	Realignment and raising of existing track and the creation of a new third track.	\$23	\$ --
				\$72
				\$4.6
St. Louis City Port –Rail Improvements	Intermodal Network, Facilities and Connectivity	Upgrades to the north rail yard.	\$0.45	\$ --
				\$0.36
				\$0.09
TRRA Tunnel Arch Riverfront Dewatering	Bottlenecks and Constraints	Installation of wells and pumps to abate flood waters limiting water in the tunnel to allow for continued operation	\$8*	*
				*
				*
Sedalia Station Bicycle/Pedestrian Improvements	Modal Connectivity	Addition of bicycle and pedestrian facilities connecting Sedalia's Amtrak station with the historic Katy Depot	\$0.99	\$ --
				\$0.79
				\$0.20
Warrensburg Station Bicycle/Pedestrian Improvements	Modal Connectivity	Addition of a sidewalk and ADA compliant facilities	\$0.27	\$ --
				\$0.22
				\$0.05
Carrollton Amtrak Station	Unserved and Underserved Communities	Creation of a new Amtrak station between Kansas City and La Plata to be served by the Southwest Chief	\$2.28	\$ --
				\$2
				\$0.46
West Plains – Railroad Overpass	Intermodal Network, Facilities and Connectivity	Construction of a railroad overpass on Howell Avenue	\$12	\$ --
				\$9.6
				\$2.4

Project Title	Need Addressed	Project Description	Estimated Capital Cost (\$YOE in Millions)	Potential Funding Levels (\$YOE in Millions) 1) Non-Public 2) Federal 3) Non-Federal
West Meadows Yard – Track Realignment	Track Capacity	Realignment of track in the West Meadows Yard	\$5.8	\$ --
				\$4.64
				\$1.16
COLT Railroad – I-70 Bridge Repair	Safety and Crossings	Repair of the COLT bridge over I-70	\$1.2	\$ --
				\$0.96
				\$0.06
Aurora Organic Dairy – Rail Spur	Funding for Spurs Serving Local Businesses	Creation of a rail spur to access Aurora Organic Dairy	\$1.41	\$ --
				\$1.13
				\$0.28
Clinton – Rail Expansion	Funding for Spurs Serving Local Businesses	Expansion of rail to new industrial site at Rte. 52 and Vansant Road	\$2.5	\$ --
				\$2
				\$0.5
Montrose – Rail Expansion	Funding for Spurs Serving Local Businesses	Expansion of rail infrastructure	\$1	\$ --
				\$0.8
				\$0.2
Highway-Rail Crossing Projects				
Butler – Corridor Safety Improvements	Safety and Crossings	Installation of lights and gates at 3 public crossings and the permanent closure of 2 public crossings.	\$1	\$ --
				\$0.68
				\$0.32
Ashbury – Crossing Safety Improvements	Safety and Crossings	Installation of lights and gates at 1 public crossing and closure of 1 public crossing.	\$0.5	\$ --
				\$0.4
				\$0.1
Greene County – Crossing Consolidation and Upgrade	Safety and Crossings	Consolidation of 3 public rail crossings and accompanying safety upgrades.	\$0.75	\$ --
				\$1
				\$0

Table 9 MPAA Unmet Port Authority Projects

County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Callaway & Cole	Heartland Port	Construction of 200 ft of general-purpose sheet piling dock	\$2,500.00	Improve Multimodal Transportation Options
Callaway & Cole	Heartland Port	Improvements to the entrance road and utility services	\$750.00	Improve Multimodal Transportation Options
Callaway & Cole	Heartland Port	Elevated pad for staging and ground storage	\$1,000.00	Improve Multimodal Transportation Options
Callaway & Cole	Heartland Port	Mooring clumps upstream and downstream of the dock	\$1,000.00	Improve Multimodal Transportation Options
Callaway & Cole	Heartland Port	Construction of 2 grain silos with conveyors	\$3,000.00	Improve Multimodal Transportation Options
Callaway & Cole	Heartland Port	Construction of dry storage building	\$3,000.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	Removal of wing dam - needed to access to property - a permit from corps of engineers has already been granted	\$1,500.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	6 Mooring cells - used for staging barges to load and unload. also limits the need of having a boat on site to handle barges	\$1,800.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Howard & Cooper	Howard Cooper	Dead men for winch system - needed to make rebuilt dock more functional and safer	\$100.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	New winch system - needed to make rebuilt dock more functional and safer	\$120.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	Telestacker conveyor to load off new dock - needed to load barges off the rebuilt dock	\$1,300.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	Truck ramp at dock for loading onto barges	\$1,000.00	Improve Multimodal Transportation Options
Howard & Cooper	Howard Cooper	4 grain bins - 72 ft diameter - needed for storage to hold grain while waiting for barges	\$6,000.00	Improve Multimodal Transportation Options
Jefferson	Jefferson CO Port Authority	Construction of low-water access point at kimmswick for excursion boats	\$2,000.00	Improve Multimodal Transportation Options
Jefferson	Jefferson CO Port Authority	Storage facility --100x140 ft	\$1,000.00	Improve Multimodal Transportation Options
Jefferson	Jefferson CO Port Authority	Dock repairs	\$300.00	Improve Multimodal Transportation Options
Jefferson	Jefferson CO Port Authority	Retaining wall for container port staging	\$1,000.00	Improve Multimodal Transportation Options



County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Jefferson	Jefferson CO Port Authority	Relocating of utilities	\$150.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Purchase 150-500 acres to develop area into an industrial park and port authority. area has access to the Mississippi river, BNSF main line and ave of the saints (us highway 61)	\$7,500.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Permitting, design & engineering for new site at la grange	\$1,000.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Develop approximately 1 1/2 miles of roadway to connect improvement area and current hard surface road	\$5,000.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Install 200 ft of dock sheet wall, concrete working area and ro/ro ramp along bank of Mississippi river to allow for loading and off loading	\$5,000.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Utility upgrades needed (sewer, water, electricity, natural gas) for la grange site	\$20,000.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Rail accessibility for new site at la grange	\$10,000.00	Improve Multimodal Transportation Options
Lewis	Lewis County	Material and container handling equipment, storage buildings, and warehousing	\$10,000.00	Improve Multimodal Transportation Options
Marion & Ralls	Marion/Ralls County	Earthwork and road construction	\$2,000.00	Improve Multimodal

County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
				Transportation Options
Marion & Ralls	Marion/Ralls County	Dock construction south site & conveyor	\$5,000.00	Improve Multimodal Transportation Options
Marion & Ralls	Marion/Ralls County	Rail spur	\$10,000.00	Improve Multimodal Transportation Options
Mississippi	Mississippi County PA	Increase port footprint on existing site	\$12,000.00	Improve Multimodal Transportation Options
Mississippi	Mississippi County PA	Purchase port land	\$4,000.00	Improve Multimodal Transportation Options
Mississippi	Mississippi County PA	Purchase equipment to move containers	\$25,000.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Second mooring structure in harbor	\$800.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Elevation and paving access road to port	\$3,000.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Harbor dredging	\$2,000.00	Improve Multimodal Transportation Options



County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Ste. Genevieve	New Bourbon Regional Port Authority	RR crossing improvements-level out so trucks don't scrape	\$1,500.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Filling cells for development	\$2,550.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Construct a warehouse for materials storage	\$8,000.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Inner road completion	\$850.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Truck scale	\$600.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Additional annual operating funds for ferry	\$200.00	Improve Multimodal Transportation Options
Ste. Genevieve	New Bourbon Regional Port Authority	Walkway/loading ramp attached to dock for riverboat stops	\$825.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Concrete levee road to north border of property	\$500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Concrete road on the north slack-water harbor land	\$1,500.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
New Madrid	New Madrid County	Concrete road on the inside of north slack-water harbor	\$1,000.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Expand sewer/water to north portion of north slack-water harbor	\$750.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Lift station at north border of north slack-water harbor	\$350.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Expand electricity to north and northeast of north slack-water harbor	\$500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Sheet pilings on the north slack-water harbor walls	\$1,750.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Container crane with railing at the north slack-water harbor	\$3,000.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Truck scales at the north slack-water harbor	\$750.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Rail spur and side trackage to north slack-water harbor	\$2,000.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Warehousing x 2 to the north slack-water harbor	\$3,600.00	Improve Multimodal Transportation Options



County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
New Madrid	New Madrid County	Warehousing x 2 to the south slack-water harbor	\$3,600.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Warehousing x 2 to the maxwell property	\$2,500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Warehousing x 2 to the mccoy property	\$2,500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Mooring dolphins x 16 inside north slack-water harbor	\$2,500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Container mover	\$750.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Cab tractor with bush hog	\$100.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Conveyor system at north slack-water harbor	\$1,300.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Conveyor system at south slack-water harbor	\$1,300.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Sewer/water expansion to mccoy property	\$750.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
New Madrid	New Madrid County	Rail spur and side trackage to maxwell property	\$2,000.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Sewer/water expansion to maxwell property	\$500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Concrete road to maxwell	\$3,000.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Land acquisition for railroad spur to new harbor from noranada	\$500.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Mitigation for land across noranda property for new spur	\$350.00	Improve Multimodal Transportation Options
New Madrid	New Madrid County	Sheet pilings for loading dock for container crane	\$1,500.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Rail spur rehabilitation and expansion	\$6,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Harbor widening-accretion removal	\$7,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Property acquisition for tenant expansion	\$2,500.00	Improve Multimodal Transportation Options



County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Pemiscot	Pemiscot County PA	Dt dock construction at harbor	\$9,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Penny-Newman rail expansion	\$6,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Rail trans-load facility	\$7,500.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Rail loop	\$8,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Property mitigation	\$3,000.00	Improve Multimodal Transportation Options
Pemiscot	Pemiscot County PA	Office and shop for port operations	\$950.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike Lincoln County	Existing dock structures repair/replacement of	\$4,200.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike/Lincoln County	Dock renovation for container shipments/barge/winch system/loading eqpt earthwork	\$3,600.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike/Lincoln County	Existing structure repairs/demo of silos/conveyor	\$3,000.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Pike & Lincoln	Pike/Lincoln County	Extend rail to water for direct barge loading/offloading	\$1,200.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike/Lincoln County	Construction of bulk storage/warehouse/bins	\$3,000.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike/Lincoln County	Add turn lanes at port entrance	\$2,000.00	Improve Multimodal Transportation Options
Pike & Lincoln	Pike/Lincoln County	Hwy improvements to hwy 61 from hwy 79	\$7,500.00	Improve Multimodal Transportation Options
Jackson	Port KC	MRT - dock rehab and improvements. rehab and improve existing dock structure or new dock and other waterside infrastructure to grow waterways business	\$30,000.00	Improve Multimodal Transportation Options
Jackson	Port KC	MRT - phase I development (pad-ready site) site/civil work and other infrastructure improvements to spur development of intermodal & job creations build sites	\$20,000.00	Improve Multimodal Transportation Options
Jackson	Port KC	Gov Parson - hoop building	\$3,000.00	Improve Multimodal Transportation Options
Jackson	Port KC	Gov Parson - rail improvements fertilizer blender equipment with additional silo and conveyor system	\$12,000.00	Improve Multimodal Transportation Options
Jackson	Port KC	Gov Parson - drag conveyor and dump pit for telestacker	\$4,000.00	Improve Multimodal Transportation Options



County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Jackson	Port KC	Berkley - new dock construction and road access for river cruise vessels	\$30,000.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Construction of a transload system (including, dock, transloader, conveyor, load out system, earthwork, utilities and rail) to support the movement of freight for new and existing customers of semo port	\$5,000.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Railroad right-of-way and drainage improvements	\$1,850.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Loop track terminal storage tracks - remainder of storage track 1 and all of storage track 2	\$3,500.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	North lead track #2 and north tracks 11 & 12	\$2,100.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Raise approximately 2,000 track feet of shortline railroad an average of 2 ft (bridge 5 to BNSF interchange)	\$950.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Loop track terminal storage tracks - all of storage tracks 3 and 4	\$4,800.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Interchange track #2 - second interchange track for additional rail traffic in Scott City	\$2,500.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Scott/Cape Girardeau	Semo Port	Extending tofc track north to bridge 5 - allow train crews a siding to tuck into when unit trains come online to pass by	\$2,000.00	Improve Multimodal Transportation Options
Scott/Cape Girardeau	Semo Port	Grain track # 5 - additional grain track for extra storage and loading and unloading railcars	\$1,250.00	Improve Multimodal Transportation Options
St. Charles	St. Charles County Port Authority	Site acquisition for river commerce/transportation	\$20,000.00	Improve Multimodal Transportation Options
St. Charles	St. Charles County Port Authority	Property acquisition for port development project	\$10,000.00	Improve Multimodal Transportation Options
St. Charles	St. Charles County Port Authority	Preliminary design of port development/infrastructure	\$1,000.00	Improve Multimodal Transportation Options
St. Charles	St. Charles County Port Authority	Site remediation efforts	\$2,000.00	Improve Multimodal Transportation Options
St. Charles	St. Charles County Port Authority	Extension of utility services and road infrastructure	\$7,000.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Concrete section repairs to existing concrete drive system	\$500.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Existing conveyor system upgrades	\$500.00	Improve Multimodal Transportation Options



County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
Buchanan	St. Joseph Regional PA	Fertilizer storage hanger	\$360.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Hard surface of area in front of rail spur to eliminate dust	\$2,000.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Heavy-duty hard surfacing of existing hard-stand storage areas	\$3,000.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Liquid storage bins for biofuels and agri-related businesses for quick trans of liquids to barge and rail	\$3,000.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Bulk storage facility and conveyor system	\$2,500.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Acquisition of land, cleanup and paving of block area to north of port	\$500.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Acquisition of land and new docking system to the south of us 36 highway bridge	\$5,000.00	Improve Multimodal Transportation Options
Buchanan	St. Joseph Regional PA	Re-surfacing of port authority stockyards industrial park truck staging area	\$1,800.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	New south refuse trash-transfer facility on about 6 acres of city land out of flood plain	\$10,000.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
St. Louis City	St. Louis City	Demo south refuse buildings on site in flood plain	\$2,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	Relocate south refuse ops	\$1,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	Elevate site out of flood plain, up to 11.56 acres	\$4,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	New dock, tenant pays match	\$7,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	New cargo handling equipment, tenant pays match	\$3,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	Spur into site from existing Union Pacific main line industrial lead, tenant pays match	\$1,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	New warehouse, tenant pays match	\$10,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	Paving in yard, phase ii	\$1,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	Solar roof on 90k sf warehouse	\$1,000.00	Improve Multimodal Transportation Options



County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
St. Louis City	St. Louis City	land acquisition, foot of east iron st., 4.42 acres; issue RFP's for land and mooring leases	\$4,000.00	Improve Multimodal Transportation Options
St. Louis City	St. Louis City	City's LCRA will acquire current NGA site on arsenal st., port auth will prep site for shipping RFP	\$8,000.00	Improve Multimodal Transportation Options
Ste. Genevieve	Pvt New Bourbon Port	Walkway/loading ramp for riverboat stops at new bourbon port in Ste. Genevieve county	\$578.00	Improve Multimodal Transportation Options
Clark	CRD 321	Port of Clark county site development	\$2,500.00	Improve Multimodal Transportation Options
Lewis	MO 16	Funding for port of Lewis county site development and expansion	\$2,000.00	Improve Multimodal Transportation Options
Marion	OR 24	Port of Marion-Ralls site development and expansion	\$2,500.00	Improve Multimodal Transportation Options
Pike	MO 79	Funding for port of Lincoln-Pike site development and expansion	\$2,500.00	Improve Multimodal Transportation Options
Jackson	Cst State St	Missouri river terminal/woodsweather port improvements (port kc)	\$22,000.00	Improve Multimodal Transportation Options
Cooper	MO 5	Place 2 dolphins structures at the Howard/Cooper County regional port	\$672.00	Improve Multimodal Transportation Options

County	Port Authority	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category
New Madrid	Crđ Levee Rd	Contribution to build north harbor at new Madrid port	\$8,000.00	Improve Multimodal Transportation Options
Ste. Genevieve	Cst Little Rock Rd	\$200,000 operation funds for Ste. Genevieve ferry in Ste. Genevieve County	\$200.00	Improve Multimodal Transportation Options
Ste. Genevieve	Pvt New Bourbon Port	Construct 3 rd mooring at new bourbon port in Ste. Genevieve County	\$800.00	Improve Multimodal Transportation Options

<https://www.modot.org/unfundedneeds>

Table 10 Unmet Needs Air Facilities

District	County	Route / Location	Project Description	Estimated Funding Needed (\$1,000)*	Citizens Guide Unfunded Needs Category	Section
Southwest Urban	Greene	Cst Springfield Airport Entrance	Construct T-Hanger Taxiway at Springfield-Branson	\$1,350.00	Improve Multimodal Transportation Options	Aviation
Southwest Urban	Greene	Cst Springfield Airport Entrance	Reconstruct Air Cargo Apron at Springfield-Branson Airport	\$8,000.00	Improve Multimodal Transportation Options	Aviation
St. Louis	St. Louis	Cst Lambert International Blvd	Extend Runway at Lambert International Airport	\$31,900.00	Improve Multimodal Transportation Options	Aviation
St. Louis	St. Louis	Cst Lambert Terminal 1 Departures	Demolish Building at Lambert International Airport	\$9,500.00	Improve Multimodal Transportation Options	Aviation
Southwest Urban	Greene	Cst Springfield Airport Entrance	Rehabilitate Runway 14-32 at Springfield-Branson National Airport	\$900.00	Improve Multimodal Transportation Options	Aviation
Southwest Urban	Greene	Cst Springfield Airport	Cargo Campus Expansion North Apron Infill	\$4,800,000.00	Improve Multimodal Transportation Options	Aviation
Southwest Urban	Greene	Cst Springfield Airport	Cargo Campus Southern Expansion	\$4,750,000.00	Improve Multimodal Transportation Options	Aviation
Southwest Urban	Greene	Cst Springfield Airport	MRO Expansion Site Preparation	\$21,700,000.00	Improve Multimodal Transportation Options	Aviation

<https://www.modot.org/unfundedneeds>; <https://www.flyspringfield.com/resources/media/user/1747686838-09-SGF-MPU-CIP-Implementation-Plan-FINAL.pdf>

Appendix L: Passenger Rail Analysis

Executive Summary

Role of Passenger Rail in Statewide Transportation

Missouri's passenger rail network plays a vital role in Amtrak's Midwest operations and contributes greatly to the national intercity rail system. Within the state, Amtrak operates two long-distance routes (Southwest Chief and Texas Eagle) and the State-supported Missouri River Runner, which connects large urban centers Kansas City and St. Louis with stops in several key communities along the Missouri River. Additionally, the Lincoln Service, a State-supported route funded by Illinois, connects Chicago with St. Louis, Missouri. The network provides a wide network of coverage, with 62% of Missourians living within 25 miles of an Amtrak Station and 80% living within 50 miles.¹

Missouri's passenger rail system is supported by local transit connections in major cities such as St. Louis and Kansas City, as well as smaller-scale services in communities along the Missouri River corridor. However, connectivity varies widely by location, with many smaller stations lacking direct transit access or adequate first/last-mile options.

Despite the importance of passenger rail, Missouri lacks a dedicated state funding source for rail operations and infrastructure. Annual support for the Missouri River Runner is subject to legislative appropriations, creating uncertainty for long-term planning. Several state-administered programs support rail safety and infrastructure improvements, but funding remains limited relative to need.

Missouri's Existing Rail System

Missouri's existing rail system provides an overview and inventory of the state's existing rail system as a baseline for planning and decision-making, describes the trends that will impact the need for rail in the state, and identifies the needs and opportunities for passenger rail service in the state.

¹ Rail Passengers Association, *Missouri: The Economic Importance of Amtrak Service* (Washington, DC: Rail Passengers Association, 2023), <https://www.railpassengers.org/site/assets/files/1198/mo.pdf>.

Inventory

Missouri's rail network is owned and maintained by 20 rail carriers operating 3,793 miles of rail network within the state. Hosted within this extensive rail network are four intercity passenger rail services administered by Amtrak. As of 2026, Amtrak operates:

- **Two Long-Distance Routes:** The Southwest Chief and Texas Eagle
- **One State-Supported Route:** The Missouri River Runner, connecting Kansas City and St. Louis
- **One Illinois-funded Route:** The Lincoln Service, which stops in St. Louis

While the network provides broad coverage, many growing areas like Springfield and Branson remain unserved. Challenges such as limited train frequency, on-time performance, American with Disabilities Act compliance and station accessibility persist, but ongoing improvements and local development projects present opportunities to expand service and increase ridership.

Passenger Rail Performance

A key performance metric for evaluating Missouri's passenger rail service is On-time Performance (OTP), which represents the percentage of trains arriving at a route's terminus within 15 minutes of the scheduled arrival time. Fiscal Year 2024 OTP for the four Amtrak services in Missouri is shown in Table 1. OTP targets are 80% for both State-supported and long-distance routes.

Table 1 – FY 2024 On-Time Performance by Service

Service	FY 2024 OTP	Service Type	Amtrak Target	Target Performance
Lincoln Service	71.5%	State-Supported	80%	Not Achieved
Missouri River Runner	84.2%	State-Supported	80%	Achieved
Southwest Chief	34.0%	Long-Distance	80%	Not Achieved
Texas Eagle	62.5%	Long-Distance	80%	Not Achieved

Source: Amtrak. Missouri State Fact Sheet: Fiscal Year 2024. Washington, DC: Amtrak, 2024. PDF file.

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/MISSOURI24.pdf>.

Over recent years, the Missouri River Runner data has shown ridership levels that largely correlate with on-time performance. This is only one factor that determines ridership, however, which will be discussed further in **Operations and Revenue Effects**

Rail Service Needs and Opportunities

Missouri has a strong economic interest in maintaining and enhancing its passenger rail network. It is important to keep rail infrastructure in a state of good repair in order to meet demand. This involves monitoring existing conditions and identifying deficiencies or issues that need to be addressed. These deficient areas are important to improve Missouri's passenger rail system.

Passenger rail needs are based on the existing conditions assessment, ridership demand and community and stakeholder input. The needs and opportunities identified for the intercity passenger railroad network are:

- Funding for the Missouri River Runner
- Unserved and underserved communities
- Infrastructure
- Station upgrades
- Operations and coordination
- Modal connectivity
- Train services

Further discussion of passenger rail needs and opportunities is provided in the **Proposed Passenger Rail Improvements and Investments** section.

Proposed Passenger Rail Improvements

The **Proposed Passenger Rail Improvements and Investments** section addresses specific passenger rail needs. These improvements can be separated into three categories based on the desired outcome: enhanced capacity, new or improved services and station improvements. Short-term and long-term project needs are identified in **Table 5** and **Table 6**.

Missouri Rail Service and Investment Program

The Missouri Rail Service and Investment Program (RSIP) outlines the State's long-term vision for integrating rail into Missouri's multimodal transportation system. Presented in **Missouri Rail Service and Investment Program** of this report, the RSIP identifies the specific projects, programs, policies, legislative actions and funding strategies needed to realize that vision. It also evaluates the financial and physical

impacts of these investments, providing a framework for coordinated rail development that supports both freight and passenger mobility across the state.

Coordination and Review

The development of Missouri's 2026 State Freight and Rail Plan was guided by extensive stakeholder engagement and public outreach. The Missouri Department of Transportation (MoDOT) collaborated with railroads, shippers, local governments and passengers in order for the plan to reflect a broad range of perspectives and priorities. This approach is further discussed in the SFRP Goals, Objectives and Performance Measures chapter.

The Role of Rail in Statewide Transportation

MoDOT, through General Revenue investment from the State of Missouri, helps promote a safe, efficient and accessible passenger rail system. This analysis supports that objective by assessing the current state of intercity rail service, forecasting future demand, and identifying infrastructure, funding, and service needs.

Missouri's railroads play a vital role in moving both people and goods across the state, the nation and North America. Amtrak provides intercity passenger rail service in Missouri, linking major urban centers with suburban areas and smaller communities throughout the state. The Missouri River Runner, a state-supported route connecting St. Louis and Kansas City via Jefferson City, operates through annual operating agreements and state legislative appropriations. In addition to this corridor, two long-distance Amtrak routes pass through Missouri, originating in Chicago and serving both urban and rural stops within the state. Approximately 80% of Missourians live within 50 miles of an Amtrak station, offering broad access to passenger rail service throughout the state.

Rail Transportation's Role Within Missouri's Transportation System

Missouri rail transportation plays a crucial role in the state's overall transportation system. It is integral to the safety and efficiency of the motoring public, rail passengers and railroad employees. The MoDOT Multimodal Operations Division oversees the railroad program, ensuring that the rail system is safe for all users.

Missouri's passenger rail system is supported by a network of local transit connections that help travelers complete their journeys beyond the train station, particularly in the metropolitan areas. In St. Louis, the Gateway Transportation Center Amtrak Station sees local transit connections through the MetroLink Light Rail (airport, downtown), MetroBus (neighborhoods and employment), and ride services such as taxis, rideshare and bike/scooter options.

Additionally, the Loop Trolley, a 2.2-mile heritage streetcar line connecting the Delmar Loop entertainment district with the Missouri History Museum in Forest Park, provides a

local connection between the MetroLink's Delmar Loop and Forest Park-DeBaliviere stations. During its May to October operating season, the service runs midday into evening, Thursdays through Sundays.²

In Kansas City, Union Station sees local transit connections through the KC Streetcar, which connects the station to the University of Missouri-Kansas City (UMKC), Plaza area, Crossroads Arts District, downtown Kansas City, and the Riverfront; RideKC Bus, which connects to multiple places throughout Kansas City, and ride services such as taxis, rideshare and bike/scooter options.

In addition to the larger city areas, the Missouri River Runner serves several stops throughout Missouri with the following rail-to-transit connectivity options:

- **Kirkwood**
 - Limited local bus service via St. Louis MetroBus, but not directly at the station.
 - Walkable downtown area.
- **Washington**
 - There are no formal transit connections.
 - Station is centrally located, but first/last-mile options are limited.
- **Hermann**
 - Hermann Trolley, Hermann Crown Suites Taxis, Lyft You Up Rides and rideshare services.
 - Walkable downtown and local lodging often provide shuttle service, especially during festivals.
- **Jefferson City**
 - Served by JeffTran, the city's fixed-route bus system.
 - Bus routes connect the station to government buildings, neighborhoods and shopping areas.
- **Sedalia**
 - Limited to OATS Transit, which requires advanced scheduling.
 - Station is near downtown but requires car or rideshare for broader access.
- **Warrensburg**
 - University of Central Missouri offers shuttles for students. Also, the OATS transit bus runs Monday to Thursday from 8 a.m.- 4 p.m.
 - Walkable to downtown and UCM campus.
- **Lee's Summit**
 - RideKC/OATS offers limited on-demand services between 7 a.m. and 5:30 p.m.
 - Short walk or rideshare to downtown Lee's Summit or bus stops.

² Loop Trolley Company, *Loop Trolley*, accessed October 17, 2025, <https://www.looptrolley.com/>.

- **Independence**

- There are no direct RideKC stops at the station, but the nearest routes are accessible via a short rideshare or walk.
- Independence Transit Center is located approximately 1.5 miles from the Amtrak station and serves as a Park & Ride and bus hub for RideKC routes.

Most of the smaller stations served along the Missouri River Runner do not have convenient, reliable connectivity options. Limited transit options in such small towns greatly affect mobility, giving tourists a hard time with their first- and last-mile transportation.

Governance Structure

In the State of Missouri, MoDOT is responsible for administering and implementing rail transportation programs at the state level, along with overseeing Missouri's broader multimodal transportation system. MoDOT operates under a decentralized structure, with seven geographical districts each led by a District Engineer, who reports to the Director, Deputy Director and Chief Engineer in the Central Office located in Jefferson City. MoDOT is governed by the Missouri Highways and Transportation Commission, a six-member, bipartisan board appointed by the Missouri governor and confirmed by the Missouri Senate. The Commission appoints both the director and secretary to the Commission.³ The Director is responsible for all other personnel appointments and serves as the department's Chief Executive Officer, overseeing the Executive Team, Deputy Director and Chief Engineer. The Commission Secretary answers to the Commission and is responsible for maintaining records of all Commission proceedings.

State Funding Authority

There are no dedicated State funds and very limited Federal funds available for passenger rail operations and infrastructure improvements. Instead, each year, funding is subject to legislative general revenue appropriation and gubernatorial approval.

Since 1980, Missouri's financial support for the Missouri River Runner has been essential to sustaining intercity passenger rail service in the state. This support aligns with similar state-sponsored Amtrak services across the country. While some states fund passenger rail through dedicated revenue sources such as fuel taxes, transportation trust funds, or vehicle registration fees, Missouri faces unique constraints.

³ Missouri Department of Transportation. "Missouri Highways and Transportation Commission." Accessed October 17, 2025. <https://www.modot.org/missouri-highways-and-transportation-commission>.

The State's fuel tax revenue is constitutionally protected and can only be used for the maintenance and improvement of state-owned roadways, limiting its availability for rail or other non-highway transportation investments. These funding challenges complicate efforts for continued support of the Missouri River Runner.

Missouri Funding Programs

Missouri administers several rail-specific funding programs:⁴

- **State-Supported passenger rail service:** Funding support for the Amtrak Missouri River Runner service between St. Louis and Kansas City. Funding is appropriated annually from the General Revenue Fund.
 - In FY 2024, the State of Missouri funded a total of \$14.5M for the State-Supported routes serving Missouri.
- **Highway-Rail Crossing Safety Program:** This program is funded by a combination of federal and state funds. Under the provisions of Section 389.612 of the Missouri Revised Statutes, each motor vehicle registration or renewal is assessed 25 cents for this purpose.⁵ In addition, the Federal Highway Administration (FHWA) Section 130 Program is a federal aid program authorized by United States Code Title 23, Section 130, and administered through the State by the FHWA.
 - \$25M appropriated by the State legislature for this program in FY 2026. MoDOT does not anticipate similar General Revenue appropriations in the future.
 - \$6M in Section 130 funds received and \$1.2M received through Missouri's Grade Crossing Safety Account annually. These funds are restricted to safety improvements at public crossings such as flashing lights, pavement markings, etc.; or the closure of a crossing.
- **Station Enhancements Program:** This funding is appropriated under Article IV, Section 30(c), of the Missouri Constitution and Section 226.225 of the Missouri Revised Statutes.
 - \$25,000 for improvements to Missouri passenger rail stations in FY 2024.

⁴ MoDOT, 2022 Missouri State Freight & Rail Plan Report. February 2022.
https://www.modot.org/sites/default/files/documents/2022%20MoDOT%20Rail%20Plan%20Report_0.pdf

⁵ MoDOT, *Railroad Safety*. Accessed October 17, 2025. <https://www.modot.org/railroad-safety>.

- **Freight Enhancement Program:** This program is focused on improving and maintaining the high-priority freight assets and corridors critical to safe and efficient freight movement.
- **Missouri Port Capital Improvement Program:** Capital improvement program (CIP) matching grants (20 % match requirement) awarded for specific undertakings of port development, such as land acquisitions, construction, terminal facility development, port improvement projects and other related port facilities. This program requires an annual budget appropriation from the general assembly and signature by the governor. CIP funds come from general revenue.

Financing sources are available in Missouri for certain rail projects, including:

- **State Transportation Assistance Revolving Fund:** Provides loans to local entities for non-highway projects, such as rail, waterway and air travel infrastructure.
- **Missouri Transportation Finance Corporation:** A State infrastructure bank with the ability to make loans and provide other forms of credit assistance to public and private entities to carry out transportation projects. Eligible railroad projects include right-of-way acquisition, development or establishment of new intermodal or railroad facilities, improvement or rehabilitation of intermodal or rail equipment or facilities and refinancing outstanding debt incurred for these purposes.

Rail Initiatives and Plans

Missouri's latest initiatives and plans for passenger rail infrastructure are being developed as part of the MoDOT 2026 Long-Range Transportation Plan update. Through the American Recovery and Reinvestment Act and the High-Speed Intercity Passenger Rail Program, Missouri received approximately \$50 million in Federal Railroad Administration (FRA) funding to improve passenger rail services in the state. This funding leveraged nearly \$20 million in railroad company investment. The goal of the funding was to improve OTP and travel time. These projects are all located along the State-supported Missouri River Runner corridor. The FRA funding required a State commitment to continue operation of the Missouri River Runner passenger rail service for a minimum of 20 years.⁶ Five additional improvement projects in the corridor have completed National Environmental Policy Act (NEPA) documentation and preliminary engineering. These projects, listed below, await additional capital funding to be implemented.

⁶ MoDOT, "Missouri State Freight & Rail Plan" (2022), https://www.modot.org/sites/default/files/documents/2022%20MoDOT%20Rail%20Plan%20Report_1.pdf

- Second mainline track, Lee's Summit to Strasburg
- Passing siding, Knob Noster
- Passing siding, Holden
- Universal crossover, Bonnots Mill
- Universal crossover, Hermann

Missouri's Existing Rail System

Missouri's passenger rail system is a vital component of Amtrak's Midwest operations, connecting major cities and rural communities across the state and beyond. Amtrak passenger service in Missouri through the long-distance Southwest Chief and Texas Eagle, as well as the State-supported Missouri River Runner and Lincoln Service, connects major urban centers with surrounding suburbs and communities within Missouri. The Missouri passenger rail network provides a wide network of coverage, with 62% of Missourians within 25 miles of an Amtrak station and 80% living within 50 miles.⁷

Missouri Rail System Description and Inventory

Existing Passenger Rail Network

Amtrak operates four major intercity passenger rail routes within Missouri, as shown in **Figure 1**. Two of these routes are long distance routes. The Southwest Chief connects Chicago to Los Angeles, stopping in Kansas City and La Plata. This route has an annual ridership of 261,485 and covers approximately 190 miles in Missouri.⁸ In Missouri, the Southwest Chief runs on the following subdivisions: BNSF Railway (BNSF) Marceline, BNSF Sheffield Flyover, Kansas City Terminal (KCT) Main Tracks and BNSF Emporia. The Texas Eagle connects Chicago to San Antonio, stopping in St. Louis, Arcadia Valley and Poplar Bluff. This route has an annual ridership of 325,709 and covers approximately 284 miles in Missouri, from St. Louis to the Missouri-Arkansas border.⁹ This route operates in Missouri on: Terminal Railroad Association of St. Louis (TRRA), Union Pacific (UP) Desoto and UP Hoxie Subdivisions. Both long-distance routes operate one daily round trip.

In addition to the two long-distance routes, Missouri also contains the State-supported Missouri River Runner Amtrak service, which connects St. Louis and Kansas City along

⁷ Rail Passengers Association, *Missouri: The Economic Importance of Amtrak Service*.

⁸ Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.

⁹ Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.

a 283 mile long track, servicing eight intermediate stations with an annual ridership of approximately 187,750.¹⁰ This route runs two daily round trips across the following subdivisions: KCT Main Tracks, UP Sedalia, UP Jefferson City and TRRA. Finally, Missouri also contains the single St. Louis stop of the Illinois-operated Lincoln Service, a State of Illinois-supported route that connects Chicago and St. Louis with an annual ridership of 586,170. This route runs four daily round trips and uses the same tracks as the Texas Eagle.

The Missouri River Runner is the most reliable of the Missouri train options, with the best OTP of 84.2% in FY 2024 compared to Texas Eagle's 62.5% OTP and Southwest Chief's 34% OTP.¹¹ The Lincoln Service had an OTP of 71.5%. It also serves as a connection point to the Southwest Chief service in Kansas City and the Texas Eagle and Lincoln Service routes in St. Louis.

Figure 1 – Amtrak Routes in Missouri

¹⁰ Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.

¹¹ Amtrak, *Missouri State Fact Sheet: Fiscal Year 2024*.



Source: Data from Amtrak, map developed by HG Consult Inc.

Trends and Forecasts

MoDOT closely monitors demographic and industry trends so that transportation policies and investments remain aligned with Missouri's evolving needs. As of 2025, Missouri's population stands at approximately 6.25 million and is expected to approach 6.8 million in 2030.¹² Urban and suburban regions (particularly around St. Louis, Kansas City and Springfield) are forecast to see the most significant growth. Notably, southwest Missouri is projected to lead the State in population growth by 2030, underscoring the importance of expanding transportation options in this region. This trend is especially relevant for Missouri's passenger rail network, as key southwestern communities such as Springfield and Branson currently lack direct rail service.

¹² Missouri Economic Research and Information Center (MERIC), *New Population Projections* (Jefferson City, MO: Missouri Department of Higher Education and Workforce Development. Accessed October 17, 2025). <https://meric.mo.gov/data/population/new-population-projections>.

Ridership Trends

In FY 2025, the Missouri River Runner recorded approximately 197,434 riders, marking a notable increase from 182,294 riders in FY 2024.¹³ **Table 2** presents annual ridership for the Missouri River Runner between FY 2018-2025. This growth reflects a continued recovery from the significant ridership declines experienced between 2020 and 2022 due to the COVID-19 pandemic. Prior to the pandemic, annual ridership was relatively stable, averaging between 170,000 and 180,000 riders.

Amtrak's FY 24-29 Service and Asset Line Plan projected 158,700 riders by 2026, a figure that was already surpassed in 2024. This indicated a stronger-than-anticipated rebound. Missouri River Runner ridership grew by an average of approximately 3.15% per year between 2019 and 2024. Given this upward trend and ongoing service and infrastructure improvements, ridership on the Missouri River Runner is expected to continue growing, with ridership growing at an annual average of 1.9% between 2018 and 2025.

Statewide, Missouri saw a total of 725,473 Amtrak riders in 2024, representing an 18% increase compared to 2023. This total is nearly identical to pre-pandemic levels, such as 2018's 724,488 riders, underscoring the resilience and renewed demand for intercity passenger rail in the state.¹⁴

Table 2 – Missouri River Runner Ridership by Calendar Year

Year	Ridership
2018	172,555
2019	156,071
2020	117,739
2021	57,612
2022	112,719
2023	145,444
2024	182,294
2025	197,434

Source: Data from Missouri Department of Transportation.

Population and Demographic Trends

Future passenger rail ridership in Missouri depends greatly on demographic, economic and operational changes. One key demographic trend is the aging population: in 2023, residents aged 60 and older are expected to comprise almost 25% of the State's

¹³ Data provided by MoDOT.

¹⁴ Bureau of Transportation Statistics. Amtrak Ridership. Washington, DC: U.S. Department of Transportation. Accessed October 17, 2025. <https://www.bts.gov/browse-statistical-products-and-data/state-transportation-statistics/amtrak-ridership>.

population. By 2034, for the first time, there will be more older adults than individuals younger than 18. And by 2060, older adults will significantly outnumber children in Missouri.¹⁵ This aging demographic is less likely to drive and is therefore more dependent on alternative transportation options, such as passenger rail.

Economic and Infrastructure Implications

As vehicle miles traveled (VMT) continue to trend upward through 2040, increased passenger rail service could help reduce congestion on Missouri highways. Improved transportation mode choice will become increasingly important since revenue from Missouri's per-gallon fuel tax is expected to decrease over time as vehicles become more fuel efficient. Since this is the largest transportation revenue source in Missouri, reduced revenue would be impactful to the State's roads and bridges. This, combined with increased VMT, would mean higher wear and tear sustained by roads and bridges with less funding available for maintenance.

Rail Service Needs and Opportunities

Missouri has a significant economic opportunity in maintaining and enhancing the rail network. Ensuring that rail infrastructure remains in a state of good repair is essential to meet current and future freight and passenger transportation demands. This requires continuous monitoring of infrastructure conditions, analyzing freight and ridership forecasts and engaging with rail carriers, businesses and communities to identify emerging challenges and opportunities.

While Amtrak operates passenger services within Missouri, the rail infrastructure in which it operates is primarily owned and maintained by private freight railroads such as UP, BNSF, and CPKC. These companies invest heavily in maintaining and upgrading their networks to support safe and reliable operations. For example, UP's systemwide investment in maintenance-of-way and related infrastructure is substantial, with total expenses for repairs and maintenance of approximately \$2.3 billion in 2024.¹⁶

Passenger Rail Needs

Based on the existing conditions assessment, ridership demand and outreach activities, the following needs and opportunities were identified for the intercity passenger rail network:

¹⁵ Missouri Department of Health and Senior Services. *Missouri Master Plan on Aging: Building a Missouri for All Ages*. Based on projections from the Missouri Office of Administration, 2020. <https://health.mo.gov/seniors/masterplanaging/>.

¹⁶ Union Pacific Corporation. Form 10-K. Omaha, NE: Union Pacific Corporation, 2023. <https://investor.unionpacific.com/static-files/298c6a8f-fbca-4638-ac75-f80f2b9b7d10>.

- **Funding for *Missouri River Runner*:** A continued concern is funding for the Missouri River Runner service. Without a dedicated funding source, the service must compete with other General Revenue-funded needs.
- **Unserved and Underserved Communities:** While Missouri's passenger rail system provides a broad network for travelers to access, several communities are either not served or have limited service. Many population centers in the State lack passenger rail service or are a considerable distance from a nearby station.
- **Infrastructure:** Amtrak primarily operates over privately owned railways, meaning the infrastructure is the responsibility of freight rail owners. The capacity of Missouri's rail infrastructure is stressed as modern freight trains grow in length and number. This trend impacts existing passenger rail routes and operations in Missouri. Many sidings are no longer adequate to house the longer trains, allowing Amtrak to pass by on single-track sections.
- **Stations:** Several passenger rail stations throughout the state are unstaffed, lack an accessible platform, or do not have a sheltered waiting area. Improving or developing train stations will improve the passenger rail system and allow for a better passenger experience.
- **Operations and Coordination:** By law, Amtrak trains are supposed to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, so many routes do not meet OTP standards established by the FRA, which affects millions of passengers per year.¹⁷ OTP remains a key indicator as it is often correlated with higher ridership. Furthermore, during outreach for the plan, the schedule and frequency and intermodal connections of the existing routes were identified as barriers to choosing passenger rail service.
- **Modal Connectivity:** Most stations along the Missouri River Runner do not have an effective way for passengers to complete their trips. The Missouri passenger rail system needs to improve modal connectivity through more accessible options such as bus/shuttle service, rideshare, taxis and improved pedestrian infrastructure such as sidewalks.
- **Train Services:** With only two round trips per day, the Missouri River Runner lacks the opportunity to tap into the commuter market and allow for increased ridership. Adding even one more round trip would increase ridership and customer satisfaction, as well as support workforce mobility and economic

¹⁷ Rail Passengers Association, *Missouri: The Economic Importance of Amtrak Service*.

development. A third-round trip is expected to be temporarily added for the World Cup hosted in Kansas City in 2026.

Proposed Passenger Rail Improvements and Investments

Improvements to the physical rail system will greatly benefit passenger rail in Missouri in several ways, most notably in the form of reduced delays. This section describes passenger rail improvement opportunities.

Passenger Rail Improvement Categories

Some proposed passenger rail improvements would alleviate conflicts between passenger and freight trains. Other passenger rail improvements focus on more targeted needs, such as expanding passenger rail service and improving rail stations. This plan's proposed passenger rail improvements can be separated into categories of enhanced capacity, new or improved services and station improvements.

Enhancing Capacity

Discrete improvements to Missouri's physical rail infrastructure have been identified for their ability to improve track capacity within the system. Proposed improvements presented in this plan include the creation of crossovers, siding tracks and additional main lines to complement existing infrastructure to improve the network's resiliency and efficiency. Proposed improvements to enhance rail capacity would improve the on-time performance of passenger rail service. These projects would also allow for added frequencies of existing services and help facilitate new services in the future.

Crossovers, sidings, and additional main lines have the added benefit of providing flexibility in the operation of freight trains within active passenger rail corridors, meaning reduced delays and improved efficiency for freight shipments.

New or Improved Services

Public and stakeholder feedback, past and present State rail planning efforts, and the insights of the prior Missouri State Rail Plans were used to identify corridors that may be suitable for intercity passenger rail service. Further study is necessary to determine the routes for such services. Depending on routing, these may come in the form of

completely new services, extensions to existing ones or increased frequencies. For example, future analysis may support extension of the Missouri River Runner service beyond its terminus cities of St. Louis and Kansas City. Data also could suggest the need for a new service separate from those already in operation. Creating or extending service would expand the reach of passenger rail in Missouri, providing access to urban population centers and to smaller cities and towns. Service to new cities would create access to the national intercity rail network for Missouri communities, providing residents with improved transportation choice, thus, spurring tourism. See the **Corridor Identification and Development** Program section below.

Station Improvements

Amtrak is actively upgrading stations across the country to comply with the requirements of the Americans with Disabilities Act (ADA) through the ADA Stations Program. In Missouri, several stations are undergoing or planning accessibility improvements in the coming years, as shown in Error! Reference source not found.. The Washington Station is slated to receive a new platform and upgraded lighting, which will bring the facility into ADA compliance and position it for future pilot programs. Historic stations in Kirkwood and Poplar Bluff are also slated for modernization. Kirkwood Station, built in 1893 and listed on the National Register of Historic Places, is currently undergoing renovations, including a new platform, and is expected to be ADA compliant by FY 2028. Additional improvements are planned for Lee's Summit and Arcadia Valley, with ADA compliance anticipated by FY 2026 and FY 2027, respectively. **Table 3** summarizes Amtrak's ADA responsibilities, compliance status, and planned investments across Missouri's intercity passenger rail stations.

Jefferson City, on the other hand, is completely without a permanent station building. For several years now, travelers have boarded in Jefferson City using a temporary trailer. The station building, constructed in 1855, served as the rail station for the State's capital from 1984 until it was closed in 2019 due to structural concerns. Prior to its use as a rail station, the historic structure was home to the Union Hotel, a part of the Jefferson Landing Historic Site. As a result of its closure, there are no on-site ticketing services. Improving passenger rail stations would support continued passenger rail service and improve safety and functionality for years to come.

Table 3 – Missouri Amtrak Station ADA Compliance

Station (Code)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment
Arcadia (ACD)	Partial	FY 27	\$1,434,041
Hermann (HEM)	None	N/A	N/A
Independence (IDP)	Partial	Complete	\$1,110,069
Jefferson City (JEF)	Partial	Complete	\$2,559,531
Kansas City (KCY)	Sole	FY 26	\$8,542,946
Kirkwood (KWD)	Partial	FY 28	\$6,812,555
La Plata (LAP)	Sole	Complete	\$4,327,170
Lee's Summit (LEE)	Partial	FY 26	\$7,081,906
Poplar Bluff (PBF)	Sole	FY 28	\$4,448,289
Sedalia (SED)	Sole	FY 27	\$540,931
St. Louis (STL)	None	N/A	N/A
Warrensburg (WAR)	Partial	Complete	\$3,065,111
Washington (WAH)	Partial	FY 29	\$2,068,333
Total	11/13	In Progress	\$41,990,882

Source: Amtrak. Missouri State Fact Sheet: Fiscal Year 2024. Washington, DC: Amtrak, 2024. PDF file.
[https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/MISSOURI 24.pdf](https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/MISSOURI%2024.pdf)

Proposed Passenger Rail Improvements and Investments

All proposed improvements identified in this Chapter are for the benefit of intercity passenger rail service. No improvements were identified specifically for commuter rail. Despite no identified capital projects at this time, MoDOT will continue to encourage local efforts to create or expand regional commuter rail systems.

In addition to corridor-wide intercity passenger rail improvements, MoDOT is aware of local efforts to advance a new Amtrak station on the Texas Eagle route in the City of DeSoto. This proposed station would expand access to intercity passenger rail for communities in southern St. Louis County and Jefferson County and is currently being explored by local partners in coordination with Amtrak and UP. While the project is still in

development, MoDOT will continue to monitor progress and support coordination efforts as appropriate.

Corridor Identification and Development Program

The Corridor Identification and Development Program, established by the FRA under the Infrastructure Investment and Jobs Act, is a national initiative designed to support the planning and development of new or enhanced intercity passenger rail corridors. The program provides a structured framework and funding to help states and regional partners advance rail projects from concept to implementation.

The FRA announced the selection of the following Missouri corridors into the Corridor ID Program:¹⁸

1. **Kansas City - St. Louis Corridor:** This corridor builds on the existing Missouri River Runner service and aims to improve frequency, reliability and connectivity between the state's two largest cities. Inclusion in the Corridor ID Program positions this corridor for future capital investment and service expansion.
2. **St. Louis - Kansas City - Chicago Corridor:** This multi-state corridor, in partnership with Illinois and Amtrak, explores enhanced service between Chicago and Kansas City via St. Louis. It leverages existing routes such as the Lincoln Service and Missouri River Runner to create a more integrated and competitive intercity rail option.
3. **Hannibal Extension of Existing Chicago - Quincy Corridor:** The proposed corridor would connect Hannibal, Missouri, to Chicago, by extending an existing state-supported route (the Illinois Zephyr/Carl Sandburg between Chicago and Quincy, Illinois) and the activities undertaken as part of the development of the corridor would result in an extension of an existing route.
4. **Kansas City - St. Joseph Corridor:** This proposed new corridor would extend passenger rail service north from Kansas City to St. Joseph, restoring intercity connectivity in northwest Missouri. Inclusion in the Corridor ID Program will allow the evaluation of alignment options, station locations, and service feasibility while advancing planning and development activities that could connect St. Joseph with the broader Missouri River Runner network.

In addition to these corridors, several new potential corridors are under planning that could further expand passenger rail options in Missouri. These include proposed

¹⁸ Federal Railroad Administration, *FY 2024 Corridor Identification & Development Project Pipeline Report* (Washington, DC: U.S. Department of Transportation, April 2024), <https://railroads.dot.gov/sites/fra.dot.gov/files/2024-04/FY2024%20Corridor%20Identification%20%26%20Development%20Project%20Pipeline%20Report.pdf>.

connections from Kansas City to Springfield and Branson, and a multi-state Minneapolis - Des Moines - Kansas City corridor.

Each selected corridor receives an initial \$500,000 planning grant to develop a Service Development Plan (SDP), which outlines the scope, schedule and cost estimates for proposed improvements.¹⁹ Participation in the Corridor ID Program also makes these corridors eligible for future federal funding through programs like the Federal-State Partnership for Intercity Passenger Rail. MoDOT included \$76M in federal funding and \$38M in state funding in its FY 2025 budget request as a placeholder should these projects move forward.

Missouri's inclusion in the Corridor ID Program reflects growing demand for improved passenger rail service and positions the State to benefit from historic federal investments in rail infrastructure. These efforts support long-term goals of increasing ridership, enhancing economic development and providing more sustainable transportation options.

¹⁹ FRA, *Corridor ID Program* (Washington, DC: U.S. Department of Transportation. Accessed October 17, 2025 <https://railroads.dot.gov/corridor-ID-program>).

Missouri Rail Service and Investment Program

This section aims to describe Missouri's long-term vision for rail service and the role that rail plays in Missouri's larger multimodal transportation network.

Vision, Goals and Objectives

This Rail Service and Investment Program section presents the necessary investments to achieve Missouri's passenger rail vision. This section will discuss how the rail vision below integrates with goals and objectives for the rail system, existing plans and ongoing efforts.

Vision

Our mission is to provide a world-class transportation system that is safe, innovative, reliable and dedicated to serving customers for a prosperous Missouri.

SFRP Goals and Objectives

MoDOT leadership carefully considered the needs of Missouri's transportation system, looked to federal goals and objectives as well as MoDOT's own strategic vision to draft goals and objectives to guide the State Freight and Rail Plan (SFRP). These goals and objectives are described in more detail below and in **Table 4**.

- **STEWARDSHIP** – Preserve the assets and services currently in place.
- **SAFE** - Enhance safety for all users of the transportation system.
- **RELIABLE** – Maintain a transportation network that is efficient and dependable.
- **CONNECTED** - Maximize mobility and connect communities through multimodal transportation options.
- **INNOVATIVE** - Leverage technology and creative solutions to build a future-ready transportation network.
- **PROSPEROUS** – Drive economic growth through transportation investments.

Table 4 – SFRP Goals and Objectives

SFRP Goals	SFRP Objectives
1. Stewardship	1.1 Provide a transportation system in a state of good repair through meeting or exceeding established performance targets .
	1.2 Explore and secure stable funding to support the current system and services for each mode of transportation.
	1.3 Maintain system resilience by adapting to changing life cycle costs , advancing technologies , an evolving workforce , and growing transportation demand .
	1.4 Enhance the transportation system by avoiding, minimizing, or mitigating impacts to natural and cultural resources .
2. Safe	2.1 Invest in system-wide safety improvements to reduce fatalities and serious injuries for all modes.
	2.2 Enhance transportation safety with a focus on the Show-Me Zero - Missouri Strategic Highway Safety Plan emphasis areas.
	2.3 Enhance safety and security at transportation mode connection points .
	2.4 Expand partnerships with safety advocates around the state to identify and implement safety improvements .
	2.5 Reduce barriers to access and provide protection for vulnerable road users .
	2.6 Consider truck parking utilization and gaps during multimodal needs identification and project development .
3. Reliable	3.1 Take a practical/life cycle approach to highway system capacity expansion.
	3.2 Increase reliability of the transportation system in bottleneck areas .
	3.3 Enhance transportation infrastructure resilience to maintain the movement of people and goods during traffic disruptions .
	3.4 Provide reliable and accessible multimodal transportation options for all users .
	3.5 Enhance emergency and alternative routes .
4. Connected	4.1 Provide an accessible and connected transportation system for all users .
	4.2 Consider preservation and provision of additional multimodal connectivity during project development .
	4.3 Expand and improve the multimodal transportation system with options and connections throughout the state.
	4.4 Consider first-and last-mile multimodal freight connections during needs identification and project development .

5. Innovative	5.1 Explore technology and develop business practices that result in lower life-cycle costs .
	5.2 Support automated and connected vehicle technology by advancing the Connected and Automated Vehicle Action Plan .
	5.3 Understand and deploy innovative work zone warning and protection devices .
	5.4 Identify and plan for alternative funding sources to recoup gas tax revenue lost from alternatively fueled vehicles.
	5.5 Integrate traffic management systems and vehicle detection systems to monitor and improve traffic congestion .
6. Prosperous	6.1 Increase partnership coordination with local communities, regional and metropolitan organizations, businesses, transportation service providers, and other sectors to identify what transportation projects can better support local economies .
	6.2 Support projects that provide economic benefit .
	6.3 Focus federal discretionary grant applications on transformational projects with a high economic impact that stimulate the local economy and strengthen the competitiveness of Missouri's regions .

Program Coordination

The 2026 Missouri State Rail Plan was coordinated with various prior planning efforts, public and private, at the local, regional, statewide, multistate and national levels. Previously completed plans, studies and programs related to passenger and freight rail have laid the groundwork for this plan. When applicable, prior initiatives are tied into the content of this plan's vision, goals, objectives and proposed investments.

Statewide Plans and Programs

This State Rail Plan replaces the prior plan, adopted in 2022, to establish Missouri's rail transportation vision. The contents of this plan build on the direction of statewide planning efforts and previous plans.

Long-Range Transportation Plan

Missouri's Long-Range Transportation Plan (LRTP), updated in 2025, reaffirms elements of the preceding plan's strategic direction while evolving for the future. The LRTP was developed through a collaborative process, which engaged public and private sector stakeholders in establishing the priorities of the State's multimodal transportation system. The six goals of the 2025 LRTP are:

- **STEWARDSHIP** – Preserve the assets and services currently in place.
- **SAFE** - Enhance safety for all users of the transportation system.
- **RELIABLE** – Maintain a transportation network that is efficient and dependable.

- **CONNECTED** - Maximize mobility and connect communities through multimodal transportation options.
- **INNOVATIVE** - Leverage technology and creative solutions to build a future-ready transportation network.
- **PROSPEROUS** – Drive economic growth through transportation investments.

Both the LRTP goals and the State's rail vision address the importance of safety, economic growth/competitiveness, transportation choice and efficient movement.

A series of objectives was created for each of the six LRTP transportation goals. Those directly relating to or explicitly referencing rail transportation are:

- Invest in system-wide safety improvements to reduce fatalities and serious injuries for all modes.
- Support projects that provide economic benefits.
- Provide reliable and accessible multimodal transportation options for all users.
- Provide an accessible and connected transportation system for all users.
- Consider preservation and provision of additional multimodal connectivity during project development.
- Expand and improve the multimodal transportation system with options and connections throughout the state.

Statewide Transportation Improvement Program

MoDOT develops a Statewide Transportation Improvement Program (STIP) annually. Each STIP outlines a five-year schedule of specific project commitments. The program presents a fiscally constrained list of projects funded through state revenues and federal programs, including those authorized under the Infrastructure Investment and Jobs Act of 2021. For rail funding levels within the 2026-2030 STIP, see Section 7 - Multimodal Programs.²⁰

MoDOT Tracker: Measures of Departmental Performance

MoDOT's Tracker is used to measure and report on the department's performance. Each Tracker metric includes the measure's purpose, data collection methodology, results and improvement status. The performance measures relevant to rail are:

²⁰Missouri Department of Transportation, "2026–2030 Statewide Transportation Improvement Program" (Jefferson City, MO: Missouri Department of Transportation, 2025), Access Date: January 8, 2026, <https://www.modot.org/sites/default/files/documents/2026FullSTIP.pdf>

- **Moving Missourians Safely and Doing so Safely at MoDOT:**
 - Number and rate of fatalities.
 - Number of fatalities in work zones.
 - Most common characteristics of fatal crashes.
- **Stabilizing Resources and Engaging our Workforce**
 - State and federal revenue budgets.
 - Local program funds committed to projects.
- **Building a Prosperous Economy for all Missourians:**
 - Economic return from transportation investment.
 - Percent of economic development funds committed to projects.

This plan promotes a vision and relevant infrastructure improvements to aid in the achievement of the Tracker performance measures.

Regional and Metropolitan Area Plans and Studies

Transportation planning documents have been developed and are regularly updated by Missouri's nine Metropolitan Planning Organizations (MPO). These comprehensive long-range plans display the necessary cooperation between local, regional and State partners in transportation planning. Three of Missouri's MPOs host passenger rail service. These are the metropolitan areas of St. Louis, Kansas City and Jefferson City.

Some of the Missouri MPOs without passenger rail service mention long-term goals of introducing service. These include the Columbia Area Transportation Study Organization LRTP, which provides the objective "promote rail as a viable option for freight and passenger movement throughout the region". This aspiration is joined by the performance measure "develop passenger rail opportunities". Similar is the case for the Ozark Transportation Organization's *Destination 2045* LRTP, which established as a goal "connected, integrated, multi-modal system" and an action to achieve this of "conduct additional research on *Destination 2045* survey response regarding passenger rail and desire for inner-city vs inter-city transportation".

Connected KC 2050

The latest iteration of the regional LRTP for the Kansas City metro area, *Connected KC 2050*, was adopted by the Mid-American Regional Council in June 2025. The plan presents six goals, which are at the foundation of transportation planning in the region.

Connected KC 2050 identifies the necessity of the Independence Street Bridge Improvements project, which is proposed for construction in the long term by this plan. Regional and State partners agree on the importance of this bridge to facilitate the safe and efficient movement of freight over the bridge and freight and passengers on the roadway below.

Connected 2050 Long-Range Transportation Plan

The East-West Gateway Council of Governments released *Connected 2050*, the LRTP for the St. Louis Region, in June 2023. This plan replaced the previous *Connected 2045* plan, and lays out 12 guiding principles, prescribing strategies to accomplish its goals. It calls upon the region to invest in a safe, accessible and equitable transportation system that will serve all users and allow for better multimodal transportation. *Connected 2050* identifies several priority projects that will improve the railroad system, emphasizing the importance of the Chicago-to-St. Louis high-speed rail corridor and other important projects.

Multistate and National Plans and Studies

Cooperation between MoDOT and DOTs of neighboring States is critical to realizing a national passenger rail system capable of meeting the needs of the 21st century. Representatives from Missouri are active in a number of regional and national rail planning efforts intended to foster a collaborative environment to achieve shared freight and passenger goals.

Midwest Interstate Passenger Rail Commission

The Midwest Interstate Passenger Rail Commission (MIPRC) is composed of nine member States. Missouri is joined on the commission by Illinois, Indiana, Kansas, Michigan, Minnesota, North Dakota, Ohio and Wisconsin. The purpose of the MIPRC is to organize the efforts of midwestern State leaders and DOTs as they advocate and plan for passenger rail improvements. The commission has been working since 1996 to promote the growth and development of a modern regional passenger rail system.

States for Passenger Rail Coalition

Missouri also belongs to the States for Passenger Rail Coalition (SPRC), a multistate organization which brings together State DOTs, decision-makers, public and private stakeholders and advocates of intercity passenger rail. The SPRC advocates the development, implementation and expansion of intercity passenger rail in the U.S.

State-Amtrak Intercity Passenger Rail Committee

Missouri is also a member of the States for Amtrak-Intercity Passenger Rail Committee (SAIPRC), a national organization established by Congress to facilitate collaboration among States and Amtrak in the management of State-supported intercity passenger

rail services. SAIPRC oversees the implementation of the standardized cost-sharing methodology for State-supported routes, supports transparent and consistent financial practices, and provides a forum for States to jointly address service planning, performance, and operations issues. By working together, SAIPRC's members aim to improve and expand the intercity passenger rail network, support growing demand for rail travel, and encourage economic growth across the nation.

Feasibility Report, Kansas City–Oklahoma City–Fort Worth

The Kansas DOT enlisted Amtrak to conduct a feasibility study of potential rail service expansion in Kansas. Commencing in 2008, the study findings were published in 2010. This feasibility study was followed up in 2011 with the creation of a service development plan. Two of the three service alternatives explored in the SDP would stop in Kansas City, Missouri. MoDOT aided during the production of this SDP in cooperation with the DOTs of Kansas, Oklahoma and Texas; Federal partners; and BNSF Railway.

Rail Agencies

Missouri's railroad program is administered by the MoDOT Multimodal Division, which oversees both passenger and freight rail planning, safety, and infrastructure investment programs. Its responsibilities include oversight of freight rail regulation, passenger rail operations and promotion, light rail safety regulation, highway-rail crossing safety, rail/highway construction coordination, safety inspections of track, signals, grade crossings, and operating practices. The Multimodal Operations Division serves as the State's primary liaison with the FRA, Amtrak, and host railroads that support intercity passenger rail service.

The Missouri River Runner operates under a state-supported service agreement with Amtrak. MoDOT coordinates with UP, which owns and maintains most of the route used by the Missouri River Runner, to provide safe and reliable operations, capacity improvements, and infrastructure investment. The Texas Eagle also uses UP-owned rail infrastructure. The Southwest Chief travels BNSF lines within Missouri.

Program Effects

The selection of rail projects for the Passenger and Freight Rail Capital Program of this plan was informed by a process, which included stakeholder outreach, coordination with rail carriers and prior MoDOT planning studies and long-range planning efforts. Projects proposed were identified for their ability to preserve and enhance passenger rail transportation in the State. Projects proposed in this plan offer substantial potential benefits to the State's rail network, including the elimination of bottlenecks, improved safety and reliability and reduced environmental impacts.

Certain benefits are expected from the rail improvement projects, depending on their purpose. For example, investments in at-grade crossings are designed to improve safety. Aside from the chief benefit of safety, it is understood that crossing improvements improve efficiency for road and rail users alike. Robust crossing consolidation and highway-rail grade separation projects reduce or eliminate highway-rail interactions. Aside from improvements to advance rail safety, these types of investments reduce automobile VMT, and emissions expended while dwelling at blocked at-grade crossings.

Public and Private Benefits

Investments in rail infrastructure produce numerous benefits to the traveling public, regardless of mode. Enhanced passenger rail service through targeted investments would produce travel time savings, reduce automobile VMT and improve network efficiency. Improved rail infrastructure also creates a more efficient and interconnected freight system, providing shippers with expanded modal options. Highway-rail crossing improvements help improve safety, reduce delays for passengers and freight and reduce emissions.

Most of the benefits expected from implementing passenger rail improvement projects can be attributed to the elimination of existing bottlenecks and improved rail capacity. It is understood that improvements to the efficiency of the rail network promote higher passenger rail ridership, either by expanding to new areas or providing a more competitive service with reduced travel times and improved OTP. Passenger rail service provides important economic development benefits to Missouri as detailed in Chapter 4.4.1 Passenger Rail Economic Impact Study and provides improved accessibility, connectivity and travel efficiency. Projects proposed in this plan, which are designed to improve passenger rail operations on the Missouri River Runner, are largely concentrated in the UP-owned St. Louis to Kansas City corridor.

Rail Capacity and Congestion

A major benefit of implementing the rail infrastructure investments provided in this plan is to improve service on corridors operating at or near capacity. Many of the identified passenger rail projects improve safety and efficiency for both passenger and freight rail. These corridors are of regional and national importance due to Missouri's central location in the regional rail network. Investments in these corridors improve rail operations and advance Missouri's economic competitiveness.

Passenger Element

Operations and Revenue Effects

Most passenger rail projects result in improved rail passenger ridership, increased rail passenger miles traveled, and increased rail passenger revenues and/or reduced costs. Investments in passenger rail infrastructure produce benefits for the overall rail system and transportation network of the State. The largest factors determining ridership are OTP, service frequency, and fare prices. Many passenger rail projects identified here could improve OTP by improving corridor efficiencies and reducing bottlenecks and constraints.

Missouri, as is the case with most States, has a limited amount of control over the operations of long-distance passenger rail services. Two Amtrak long-distance routes operate within the State and represent only a portion of the track miles of the multistate Texas Eagle and Southwest Chief. Therefore, MoDOT has limited ability to influence operational decisions regarding passenger rail on these routes, even though that could result in increased ridership and improved economic output. MoDOT has greater influence on the State-sponsored Missouri River Runner through contract provisions with Amtrak. This lack of control over long-distance service operations further limits MoDOT's ability to make decisions regarding passenger rail, which would have beneficial outcomes such as promoting modal choices.

Capital Financing Plan

MoDOT is limited in its ability to improve passenger rail infrastructure as it is largely owned by private railroad companies. However, federal grant or state-appropriated funding may be available to support strategic projects which produce well-defined public benefits. Funding sources available through the State include the Highway-Rail Crossing Safety Program, the Freight Enhancement Program and Station Enhancements Program. Federal grant programs are available for capital improvements, which benefit the public. One grant program utilized by MoDOT in recent years is the rail-specific Consolidated Rail Infrastructure and Safety Improvements Program.

Long-term rail projects must secure funding to cover capital costs. Capital funds for these projects may be provided in part through State programs or secured by MoDOT in the form of federal grants. New or expanded grant programs may be available for capital funding of rail infrastructure in future federal transportation legislation in addition to any current programs which remain. MoDOT will continue to investigate potential funding sources to advance long-term passenger rail capital projects.

Operating Financial Plan

While the Corridor ID program supports the study of extending existing passenger rail service and establishing service on new corridors, no proposed services are ready for implementation. Extensive analysis is required for all new services presented in this plan, including the study and selection of preferred routing and service schedules, as well as environmental and economic analysis. A dedicated funding source for the operation of passenger services is not currently in place in Missouri.

Public and Private Economic Benefits

Capital improvements enhancing Missouri passenger rail produce benefits for Missouri and its residents. A recent economic analysis of the Missouri River Runner identified direct, indirect and induced economic benefit totaling 727 jobs; \$29.1 million in labor income; \$91.8 million in economic activity, and \$11.8 million in Federal, State and local tax revenue. When factoring other aspects such as tourism, the Missouri River Runner is credited with generating \$478.9 million in annual economic activity within the state, supporting 1,789 jobs annually and paying \$97.7 to Missourians annually. See the *2026 Passenger Rail Economic Impact Study* for more information on this topic.

Additional economic benefits can be found as passenger rail ridership increases due to rail and station infrastructure improvements. Higher ridership allows for greater economic growth within the state and produces several societal benefits, such as:

- **Travel time savings:** Improving train OTP reduces delays for passengers and benefits connected modes. This has effects on not just the passenger rail system itself but also freight trains and other travel modes.
- **Quality of life improvements:** Passenger rail service enhances accessibility to jobs, education, healthcare, and recreation. Convenient and comfortable travel options improve traveler satisfaction, reduce travel stress, and promote mobility across urban and rural communities.
- **Improved efficiency:** As the efficiency of train operations increases, the efficiency of other modes in the transportation system will increase.

The passenger rail investments outlined in this plan aim to enhance the efficiency and reliability of Missouri's rail network. These improvements will not only strengthen the State's transportation infrastructure but also deliver broad benefits to the public and regional economy by supporting mobility, reducing highway congestion, and promoting travel options.

Rail Studies and Reports

Analysis of current rail conditions and feedback received during this plan's public outreach efforts were used to develop recommendations for rail studies and reports. New or otherwise improved passenger rail services require adequate study and identification of capital and operational funding before becoming a reality. Service improvements presented within this section would improve transportation access and produce the economic and environmental benefits associated with passenger rail.

MoDOT has identified noteworthy corridors and connections which require further study through participation in the Corridor ID Program. MoDOT will continue to monitor the needs of the State's passenger and freight rail infrastructure and weigh the benefits of conducting or updating reports and studies with their associated costs.

Other stakeholder-recommended reports include an economic impact analysis of all passenger rail in Missouri, not just *the Missouri River Runner*. The national routes, although not funded by state resources, also have significant impacts on jobs, tax revenue, tourism spending, and ultimately economic output in Missouri. Such a study would further depict the economic benefits of passenger rail in the state.

Service Enhancements

Higher speed services have long been the ambition of multistate entities of the Midwest Regional Rail Initiative and the MIPRC. One corridor highlighted for future higher-speed service is the Missouri River Runner. A comprehensive study of the Missouri River Runner corridor also would investigate bottlenecks and other infrastructure constraints between St. Louis and Kansas City and examine potential service improvements.

There are aspects of the Missouri River Runner corridor worth studying beyond infrastructure improvement to increase speeds and reduce travel times. MoDOT will examine increased or altered service frequencies and added on-train and station amenities. For example, public support emerged during outreach activities that identified better accommodation for bicycles as the Missouri River Runner largely travels parallel to the Katy Trail, the longest recreational rail-trail in the U.S.

Service Feasibility

Potential passenger rail routes were recommended by the public. To be implemented, potential routes must go through extensive study, planning and design. MoDOT will advance plans to implement new services if they are supported by ridership, population and economic forecasts, adequate funding and public support. Potential future corridors for passenger rail service are being studied through the Corridor ID program. In addition

to the study of new services, MoDOT is collaborating with planning efforts by neighboring states and other entities to expand the region's passenger rail system.

Station Connections

Passenger rail in the U.S. is increasingly multimodal at rail stations. Missouri cities are connected by intercity and local bus services, as well as other mobility options operated by private providers. Further study is needed to explore potential bus-to-rail connections on routes with an appropriate need for intercity and local connections, which are not conducive to rail. This cost-effective method of connecting Missouri cities would benefit passenger rail in the state by creating greater access to the Amtrak network, particularly for travelers without access to automobiles. Public comments include support for a service connecting Columbia with the State's capital, Jefferson City. A comprehensive study analyzing communities which currently are underserved or unserved by passenger rail service could determine potential connections. An intercity connection could be provided via bus or rail, depending upon study findings.

Other important aspects of multimodal connectivity at rail stations include connecting services and facilities, such as local bus service; pedestrian and bike accommodations; adequate station parking; and the presence of taxis, rideshare and car rentals.

Passenger Rail Capital Program

Capital projects advancing the functionality of Missouri's passenger and freight rail network are presented in this section. Sections below detail the proposed passenger rail improvements needed to achieve Missouri's rail vision. This section provides capital costs and secured or prospective funding sources for these improvements.

Short-Term Capital Rail Investment Program

Some projects in the short-term capital rail investment program are fully funded, while others await additional capital funding to be implemented. **Table 5** summarizes the short-term capital rail projects for which funding has been identified or partially secured. Other known needs are presented in the long-term program. Projects not included in this section may be implemented in the short term if there is a pressing need, for example, rail infrastructure sustaining damage from inclement weather.

Table 5 – Short Term Rail Capital Investments

Location	Proposed Project	Project Outcome
Lee's Summit to Strasburg	Second Main Line (PE/NEPA completed)	Enhanced Capacity
Hermann	Universal Crossover (PE/NEPA completed)	New or Improved Services
Bonnotts Mill	Universal Crossover (PE/NEPA completed)	New or Improved Services
Holden	Siding (PE/NEPA completed)	Enhanced Capacity
Knob Noster	Siding (PE/NEPA completed)	Enhanced Capacity
Jefferson City	Third Main Line	Enhanced Capacity
Jefferson City	New Station	Station Improvement
Independence	Independence Avenue Bridge	New or Improved Services
Poplar Bluff	Station Upgrades	Station Improvement
Pleasant Hill to Jefferson City	Second Main Line	Enhanced Capacity
Sedalia Station	Bicycle/Pedestrian Improvements	Station Improvement
Warrensburg Station	Bicycle/Pedestrian Improvements	Station Improvement
Carrollton Amtrak Station	Track Reconstruction	New or Improved Services
Centertown	Grade Crossing Improvements and Siding Extension	New or Improved Services

Long-Term Capital Rail Investment Program

In addition to the short-term projects detailed above, long-term improvements have been identified through statewide needs analysis and are in line with statewide rail goals and objectives. Estimated ranges have been developed for the capital costs of projects provided in the long term except for three already programmed safety improvement projects. These improvements have been categorized as long term as they fall outside of the four-year window to be considered short term.

Details on long-term rail investment projects can be found below in **Table 6**, which identifies the key capital needs expected to be advanced beyond the short-term planning horizon.

Table 6 – Long Term Rail Capital Investments

Location	Proposed Project	Project Outcome
Kirkwood	Station Upgrades	Station Improvement
Independence	Station Upgrades	Station Improvement

Coordination and Review

MoDOT recognizes that the success of the SFRP depends on strong support from and collaboration with railroads, shippers, local governments and rail passengers. To foster this support, MoDOT created numerous opportunities for public input throughout the planning process. By engaging stakeholders and encouraging dialogue, the department aimed to deepen understanding of rail transportation in Missouri and strengthen partnerships across both public and private sectors.

Outreach

Development of the LRTP and SFRP includes an extensive, multi-round outreach process designed to engage a wide range of partners, stakeholders, and the public. The engagement process spans from late 2024 through early 2026 and involved four structured rounds of activities aligned with key milestones in plan development.

In total, the engagement process includes four Executive Modal Advisory Committee meetings, six to eight Modal Advisory Committee meetings, and four meetings with MPOs and Regional Planning Councils, supplemented by a series of public engagement events, virtual meetings, and surveys.

Public Engagement

State Fair

Public comments collected at the Missouri State Fair showed strong and widespread support for expanding passenger rail service across the state (see **Attachment B: Missouri State Fair Comments**). Overall, feedback from State Fair attendees reflected a clear interest in a more connected, modern, and reliable passenger rail system as a central component of Missouri's transportation future.

Many participants emphasized the importance of maintaining and growing Missouri's existing Amtrak routes, with several specifically requesting new service to Springfield and additional connections such as Springfield to Denver. Others voiced support for high-speed rail development, noting its potential to improve statewide mobility, reduce highway congestion, and strengthen economic connections between Missouri's major cities.

A few commenters also highlighted the importance of preserving existing passenger rail services, expressing concern about the potential loss of routes and calling for sustained state investment. Others encouraged MoDOT to pursue a comprehensive statewide rail

plan that integrates intercity, commuter, and local connections, including projects like the Rock Island Trail that enhance multimodal access to stations.

Virtual Public Information Meeting

Public feedback from the Virtual Public Information Meeting (VPIM) in June 2025 demonstrated strong public interest in expanding passenger rail and developing a more balanced, multimodal transportation system for Missouri. Overall, participants saw passenger rail as a key component of Missouri's transportation system that can strengthen multimodal connectivity, lower emissions, and provide equitable mobility choices. The VPIM feedback reflects a clear public desire for the State to prioritize passenger rail investment alongside roadway maintenance and safety improvements.

Respondents consistently emphasized the importance of enhancing intercity and regional rail service as part of Missouri's long-range transportation vision. In the freight and rail section specifically, 70% of participants identified increased passenger rail service as their top priority, making it the single most-supported improvement within that category. Participants viewed passenger rail expansion as a means to reduce highway congestion, improve safety, support economic growth, and offer a sustainable alternative to automobile travel.

Comments throughout the VPIM reinforced a preference for investment in public transit and rail over continued highway expansion. Many respondents called for reliable, accessible, and frequent rail options linking major urban areas, suburbs, and rural communities. Some also expressed interest in high-speed rail connections to enhance statewide and regional mobility.

Stakeholder Engagement

As part of the stakeholder engagement process, MoDOT conducted a survey of Amtrak station managers across Missouri. The goal was to gather insights into the unique challenges and opportunities at each station, including infrastructure needs, ridership trends and local connectivity. The full results of the survey can be found in **Attachment A: Missouri Station Manager Survey Responses**.

In addition, the Missouri Rail Passenger Advisory Committee (MORPAC) was consulted on three occasions for feedback and guidance on the SFRP as well as the *Missouri River Runner Economic Impact Study*. MORPAC is organized by MoDOT and includes representatives from Amtrak, UP, the Missouri General Assembly, passenger rail advocates, and representatives from every community with an Amtrak station in Missouri. MORPAC provides an opportunity to share best practices across the state, foster promotional programs like social media presence and the mascot Ollie, discuss

OTP, and provide community information for stations to share across the state. The collaboration is lauded as a best practice across the industry.

Issues Raised

The Missouri Station Manager Survey, conducted in early 2025, revealed several recurring themes and concerns across the state's passenger rail stations:

- **Platform Improvements:** Many stations reported the need for upgraded or ADA-compliant platforms.
- **Limited Service Frequency:** A common concern was the limited number of daily trains, which restricts travel flexibility and commuter potential.
- **On-Time Performance:** Delays caused by freight traffic and dispatching issues continue to impact reliability.
- **First/Last-Mile Connectivity:** Many stations lack adequate transportation options to help passengers reach their final destination.
- **Fare Affordability:** Some respondents noted that high ticket prices, especially for short trips, may negatively impact ridership.

Attachment A: Missouri Station Manager Survey Responses

Station: Independence

What are the primary tourist attractions/destinations that draw passengers to your station? The Truman connection, Truman Home, Truman Library and Museum, Pioneer History - The trails west story, Santa Fe, California, Oregon and Mormon Trails story.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Visitors of local friends and families.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? It has been working through renovation over the last several years.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? The biggest challenge is the location in proximity to the Independence Square.

Do you provide same day and overnight parking? If yes, how many spaces? There is limited day and overnight parking.

Do you provide bicycle parking? How many spaces? There is a bicycle parking rack with 4 spaces I believe.

What are the biggest opportunities to increase ridership at your station? There are a lot of opportunities with our depot being closed over the past 5 years. We hope to open it with a Convention and Visitors Bureau this year.

Please provide current economic development occurring near the station (or any expected in the future). The New Missouri Model Railroad Museum a half mile up the street that will be a big draw by train to come visit.

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. The challenges are schedules running on time as scheduled and no transportation from the depot if they don't arrange in advance.

What are the top five things that could be done to improve the service for passengers? On time schedule and transportation from the depot to where they need to go.

Please discuss successful outreach or promotional events you have held at your station. Our facility has been closed to the public over the last five years. There have not been promotional events.

Station: Lee's Summit

What are the primary tourist attractions/destinations that draw passengers to your station? Downtown Lee's Summit.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Families and students.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? There are no planned improvements at this time beyond Amtrak ADA improvements. The city has received a grant to study connecting downtown to the regional trail system, Rock Island and Katy Trails, for cyclists.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Very small glass enclosed waiting area, restrooms substandard and no paid staff.

Do you provide same day and overnight parking? If yes, how many spaces? Yes. The Amtrak Parking and Long-term parking is a block away from the station with roughly 60 shared public parking spaces. On-street parking is available for two hours. Additional parking is available at the City Hall Parking Garage. There is no charge for parking.

Do you provide bicycle parking? How many spaces? There is a bike post at the station for two bikes. There are additional bike posts throughout downtown.

What are the biggest opportunities to increase ridership at your station? We are working to attract a boutique hotel within walking distance of the station.

Please provide current economic development occurring near the station (or any expected in the future). The station is at the heart of Downtown Lee's Summit which was named America's Great Neighborhood in 2019. The City of Lee's Summit is currently investing \$42M in the Green Street project to provide a new home for our farmers market, additional public gathering spaces and private development opportunities. A new mixed-use housing project is expected to be completed later this year with 26 residential units and 9,000 square feet of commercial space a few blocks from the station. Over 270 apartment units were added in 2021 about a block from the station.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 47 percent.

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 80 percent.

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 50 percent.

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Limited number of trains makes a westbound trip into Kansas City difficult unless an overnight is involved.

Please list any transit or intercity connections at your station. RideKC/OATS offers limited on-demand services between 7 a.m. and 5:30 p.m.

What are the top five things that could be done to improve the service for passengers? Additional train to create a better time schedule for those wanting to commute to Kansas City. A new station that allows for better rooms, visitor information and staff. Less tight train interruptions. Consistent pricing for short trips. The cost of tickets between Kansas City and Lee's Summit can be upwards of \$25 one way now - way too expensive. Digital display with live updates on trains.

Please discuss successful outreach or promotional events you have held at your station. We've been working to encourage riders from Kansas City to take the train to Lee's Summit to enjoy all our downtown has to offer. Social media posts and a YouTube video from a rider have been great promotion.

Station: Warrensburg

What are the primary tourist attractions/destinations that draw passengers to your station? University of Central Missouri.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Students.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? No.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Building and capital improvements.

Do you provide same day and overnight parking? If yes, how many spaces? Yes, ten or more.

Do you provide bicycle parking? How many spaces? Three spots.

What are the biggest opportunities to increase ridership at your station? For a day trip to allow for more to be spent in Kansas City. Reliability/on-time performance.

Please provide current economic development occurring near the station (or any expected in the future). We have major infrastructure work in 2025 along the main thoroughfare of our community.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? Yes, we have local residents using the train for pleasure, i.e., trips to St Louis and Kansas City.

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? On observation, the main population is UCM students going home and returning to campus, especially on a weekend.

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? A small percentage.

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. We do not have reliable transportation to and from our local hotels out of the downtown area.

Please list any transit or intercity connections at your station. The OATS bus runs Monday through Thursday from 8 a.m. - 4 p.m.



What are the top five things that could be done to improve the service for passengers? Consistent on-time performance.

Please discuss successful outreach or promotional events you have held at your station. We host gatherings for rail enthusiasts and local elected officials to educate them on the importance and opportunities of passenger rail travel in our state.

Station: Sedalia

What are the primary tourist attractions/destinations that draw passengers to your station? Katy Trail, Missouri State Fair and Downtown Sedalia

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Families, individuals traveling inside Missouri - not necessarily tourism.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? No

Do you provide same day and overnight parking? If yes, how many spaces? Yes, 11 on-site, 40 adjacent.

Do you provide bicycle parking? How many spaces? Yes, 4,

What are the biggest opportunities to increase ridership at your station? Katy Trail and State Fair partnership.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 80

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 10

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 10

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Wayfinding signage.

Please list any transit or intercity connections at your station. City bus system and OATS system office at station.

Please discuss successful outreach or promotional events you have held at your station. Santa on the Train - first weekend of December.

Station: Jefferson City

What are the primary tourist attractions/destinations that draw passengers to your station? Capitol Building, Katy Trail and Prison Tours.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? College Students.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? We are currently in a mobile home awaiting the State of Missouri, Office of Administration to rehabilitate the building our station was in.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Finding new volunteers to staff the station and motivating the State to move forward rehabbing the building.

Do you provide same day and overnight parking? If yes, how many spaces? Yes, 14 and one disabled in our lot and can park on the street as needed (about 10-15 more).

Do you provide bicycle parking? How many spaces? Yes, two.

What are the biggest opportunities to increase ridership at your station? Reliable on-time trains. A ticket machine would also help.

Please provide current economic development occurring near the station (or any expected in the future). Possible development of the Lohman's Landing area.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 75 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 25 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 5 percent

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Connecting transportation to surrounding areas.

Please list any transit or intercity connections at your station. None except for Uber and Lyft.



What are the top five things that could be done to improve the service for passengers? On time trains! Communication by Amtrak with passengers.

Please discuss successful outreach or promotional events you have held at your station. None from our Convention and Visitors Bureau.

Station: Hermann

What are the primary tourist attractions/destinations that draw passengers to your station? Katy Trail, wineries, breweries and distilleries.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Bicyclists, leisure travelers coming for the weekend and festival attendees.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? No, but there should be. We have to keep investing in the building and grounds to keep it safe and sound.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? We don't have a platform, which makes getting on and off very challenging for elderly, people with disabilities or people with bikes or luggage.

Do you provide same day and overnight parking? If yes, how many spaces? Yes, we have 15 spaces in the gravel parking lot. There is street parking on Gutenberg and First Street. They can also park at the Riverfront Park.

Do you provide bicycle parking? How many spaces? Yes, we have a rack that holds 18 bikes.

What are the biggest opportunities to increase ridership at your station? Day trips for individuals or groups, especially Monday - Wednesday; meeting/business travelers.

Please provide current economic development occurring near the station (or any expected in the future). The Festhalle, which is located right across the street, is VERY interested in hosting more meeting groups Monday - Wednesday. If we could get more meeting groups, it would make a huge impact on our weekday economics. The amphitheater, which is just a four-block walk from our station, is hosting more and more events.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 5 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 25 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 95 percent

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Actually, I think we are in a good place here. If someone wants to go to the St. Louis airport, they ride to downtown St. Louis and then take Metrolink out to the airport.

Please list any transit or intercity connections at your station. We have the Hermann Trolley, Hermann Crown Suites Taxis, Lyft You Up Rides, and Uber drivers. These transportation services are essential to making the Amtrak experience easy for our visitors. They pick visitors up at the train station with their luggage, take them to their lodging establishment, and then take them to the wineries, breweries, distilleries, museums and restaurants, and then back to their lodging establishment. It's also awesome to see when groups come in, they have a coach bus waiting for them, or the Hermann Trolley, to take them around Hermann, and then back to their city on their coach bus, or back to the station to ride the train home.

What are the top five things that could be done to improve the service for passengers? Third round trip, OTP, more bikes on the train, better Amtrak website/customer service when buying tickets and more events held that utilize the train.

Please discuss successful outreach or promotional events you have held at your station. For National Travel & Tourism Week, we have been having an event at our station. We invite the mayor, public officials and citizens for free cupcakes/cookies, pink lemonade, we have a live accordionist, and we give gifts to the conductors. We also had an event where the other train stations from the Missouri River Runner came to our station and we had a "Spin to Win" game, where people spun the wheel to win a prize. It went over GREAT! We had a state representative have a guest speaker at the station, Teddy Roosevelt, to talk about his experiences riding the train. We have had class trips come down to the train station, just to come in the station and learn more about the train service.

Station: Washington

What are the primary tourist attractions/destinations that draw passengers to your station? Our Downtown District (shops, restaurants, etc.) as well as the Missouri Meerschaum Corn Cob Pipe Factory.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Families and festival attendees (I think the number of bicyclists would increase with more spots available for bikes on the train).

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? We are supposed to be getting a completely new platform and lighting around the station. The platform specifically is the highest-priority project because it will make it ADA compliant and will allow us to be part of pilot programs in the future (such as bicycle pilot programs).

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? We would always like to increase our ridership, but as I mentioned above, our platform is not ADA compliant at this time.

Do you provide same day and overnight parking? If yes, how many spaces? Yes. Approximately 10-15.

Do you provide bicycle parking? How many spaces? No.

What are the biggest opportunities to increase ridership at your station? Adding a third-round trip! I believe that would allow us to tap into the commuter market.

Please provide current economic development occurring near the station (or any expected in the future). We are potentially adding two new hotels in next two years (approximately 160 rooms) as well as a convention center and a huge addition to our entertainment district downtown.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 20 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 30 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 50 percent

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Lack of public transportation and

limited last-mile connectivity (limited taxis, rideshares, etc.). We are lucky that there are quite a few options for visitors (in regard to lodging, shopping, attractions, restaurants, etc.) within walking distance of the train station. However, to a degree, those things are still limited.

What are the top five things that could be done to improve the service for passengers? 1. Better on-time performance. 2. More spaces for bicycles on the train. 3. Better communication about delayed/late trains. 4. More information on the train about the communities they're visiting. 5. Adding another round-trip train!

Please discuss successful outreach or promotional events you have held at your station. We have been a part of National Travel and Tourism Day for a few years where we hand out promotional items to train passengers and conductors. We have heard great feedback from those events.

Station: Kirkwood

What are the primary tourist attractions/destinations that draw passengers to your station? Historic train station, Museum of Transportation, Magic House, Cardinals Baseball, St. Louis Zoo, Botanical Garden and Blues Hockey.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Travelers to Hermann for the wine festivals and weekend folks to Kansas City for tourist attractions.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? The station building is being renovated and new platforms installed by Amtrak.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? The number and frequency of the Amtrak trains.

Do you provide same day and overnight parking? If yes, how many spaces? Yes, surface lot and two parking garages. Spaces unknown, but a lot.

Do you provide bicycle parking? How many spaces? Yes, 4.

What are the biggest opportunities to increase ridership at your station? Third daily train for better connections at other city events.



Please provide current economic development occurring near the station (or any expected in the future). New community theater, possible boutique hotel and increased street and sidewalk safety

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 50

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 30

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 20. This is on the increase now since our service is now nonstop between Kansas City and Chicago.

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. No direct trains going south. I must travel to Chicago, then back south.

Please list any transit or intercity connections at your station. Bi State Bus Company.

What are the top five things that could be done to improve the service for passengers? Third daily train, cleaner coaches, keep locomotives running, better maintenance and train to Springfield, Missouri.

Station: St. Louis

What are the primary tourist attractions/destinations that draw passengers to your station? St. Louis Gateway Arch, Busch Stadium and Union Station.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Everyday citizens.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Capital improvements.

Do you provide same day and overnight parking? If yes, how many spaces? No

Do you provide bicycle parking? How many spaces? Yes, 1.

What are the biggest opportunities to increase ridership at your station? Less expensive riding fares.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 40 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 25 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 35 percent

Please list any transit or intercity connections at your station. Public Transportation-Metro.

What are the top five things that could be done to improve the service for passengers? Amtrak employee engagement.

Station: Arcadia Valley

What are the primary tourist attractions/destinations that draw passengers to your station? Four Missouri State Parks within a 20-mile radius, pristine rivers, hiking and gnarly biking, historic courthouse, homes and churches and civil-war site.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Amish and Mennonite travelers, senior citizens and tourists.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? Renovations to improve ADA compliant accessibility.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Ridership and volunteers.

Do you provide same day and overnight parking? If yes, how many spaces? Yes, we provide "free" parking for 15 spaces.

Do you provide bicycle parking? How many spaces? Yes, we have a bike rack that will hold five bikes.

What are the biggest opportunities to increase ridership at your station? We have many festivals and events annually and many tourist attractions.

Please provide current economic development occurring near the station (or any expected in the future). The historic Iron County Courthouse has recently been renovated and there is a new mountain bike park now in Phase II for family hiking/biking.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 30 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 30 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 40 percent

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Transportation, as we do not have a rental car business.

Please list any transit or intercity connections at your station. SMTS Transportation, Quality Transportation and taxi services.

What are the top five things that could be done to improve the service for passengers? Sell train tickets, rental car service, platform shelter waiting area, ATM and train station open daily with regular hours.

Please discuss successful outreach or promotional events you have held at your station. This past year we held a huge event with thousands of people visiting the station to view the UP Big Boy #4014 locomotive.

Station: LaPlata

What are the primary tourist attractions/destinations that draw passengers to your station? Easy connectivity to Chicago (East) and Kansas City to Los Angeles (West). People come to La Plata to watch trains, hunt and fish.

In your observation, who is the most frequent user of your station (students, festival attendees, bicyclists, etc.)? Students and Amish.

Is there a capital improvement plan or project list for your station over the next 5-10 years? What are the highest-priority projects? Nothing at this time.

What are the biggest challenges for the station (i.e. ridership, Operations & Maintenance, capital improvements, accessibility, etc.)? Platform design.

Do you provide same day and overnight parking? If yes, how many spaces? 30

Do you provide bicycle parking? How many spaces? No

What are the biggest opportunities to increase ridership at your station? Equipment availability so the train is not sold out all the time.

Please provide current economic development occurring near the station (or any expected in the future). A new bar going in across the tracks to the east of the station.

In your estimation, what percentage of passengers using your station are local (within 10 miles of the station)? 10 percent

In your estimation, what percentage of passengers using your station are regional (within 50 miles of the station)? 70 percent

In your estimation, what percentage of passengers using your station are visitors to the area (those by Amtrak traveling into/out of the station)? 20 percent

Please describe any challenges related to passenger connectivity to points of interest in the community or final destinations. Lack of reliable taxi services and Uber-style operations.

Please discuss successful outreach or promotional events you have held at your station. LaPlata Rail Days, Livestream Cams with a chatroom (this was a byproduct of the cams) and National Train Day.

Attachment B: Missouri State Fair Comments

During the Missouri State Fair, participants were invited to share their thoughts on the future of Missouri's transportation system as part of the public outreach for the LRTP and SFRP. A number of comments specifically referred to passenger rail, reflecting strong public interest in expanding and improving rail service across the state. **Table 7** summarizes the comments related to passenger rail.

Table 7 – Passenger Rail-Related Public Comments (Missouri State Fair)

Participant	Comment
Participant 1	Faster rail service is needed across Missouri.
Participant 2	Amtrak service should be extended to Springfield, Missouri, with bus or train connections from the Springfield airport across the city.
Participant 3	I would like to see development of an interstate rail system.
Participant 4	Encourage more passenger rail service and plan or prepare for high-speed rail.
Participant 5	High-speed rail is a good idea.
Participant 6	Please save our trains.
Participant 7	Add more train routes, including one to Springfield and Denver. Expand streetcar systems and complete the Rock Island Trail.
Verbal Comment	Amtrak was frequently mentioned in conversations with the public.

Source: Comments provided by attendees of the Missouri State Fair, August 2025.